

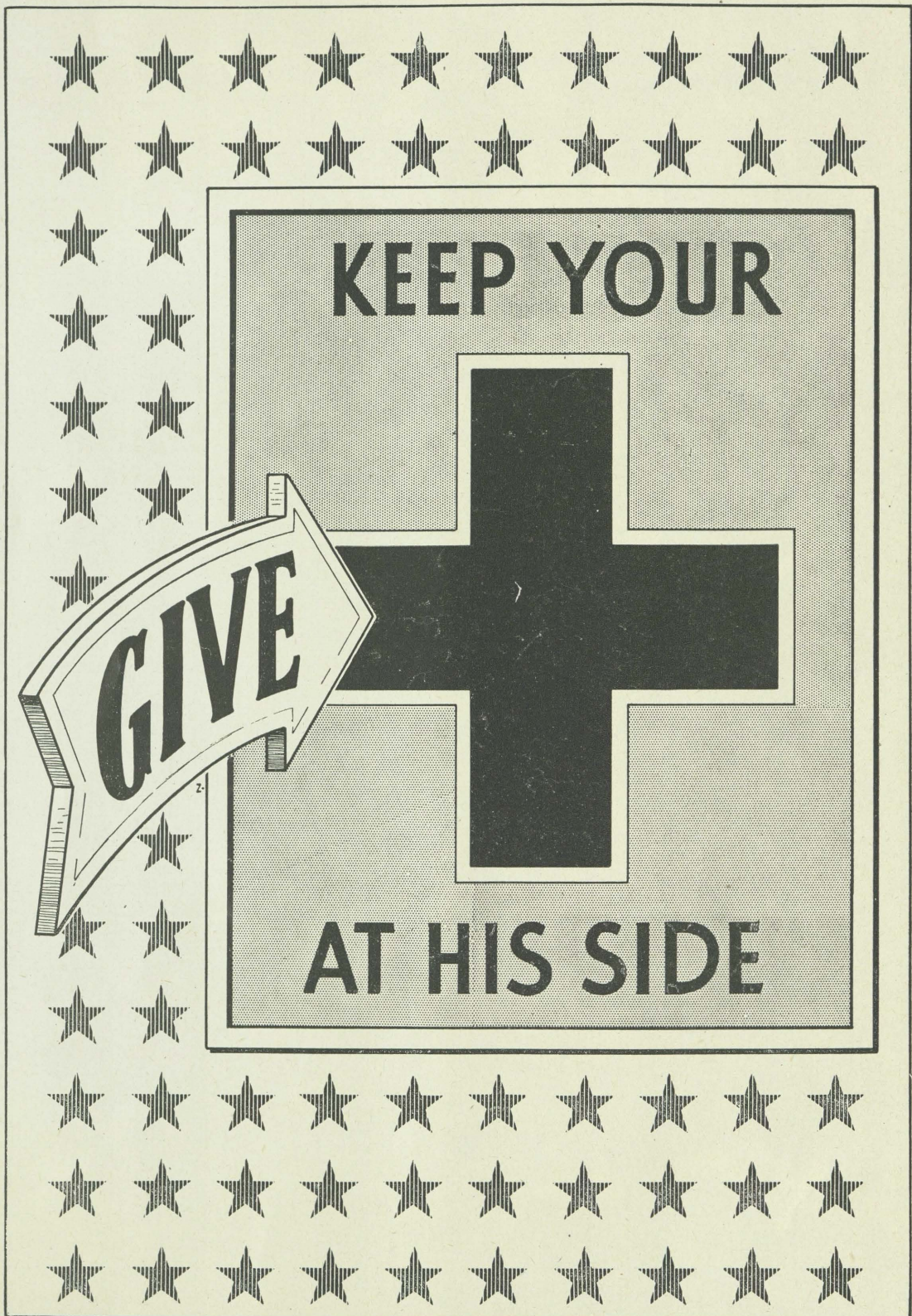
MARCH 1945

FLORIDA

Highways

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Albert D. Legg of Orlando, they use an underwater mowing machine to chop off the stems so they will rot and sink, a device that wouldn't work on hyacinths with their remarkable vegetative and unsinkable properties.

It is related that when the king and queen of England were here and a visit to Mt. Vernon by water was planned for them, a channel had to be cut through the chestnuts to the landing to permit passage of the launch.

The situation is equally bad in Florida, so that in many lakes and streams we'd have to cut a way for the duke in case he'd like to go through by water, and there are a lot of other people who would appreciate a campaign against the hyacinth.

We believe it could be done at a profit, by using a device that would gather the plants from the water, lift them to a barge, run them through a cutter and deliver them to the bank to dry, where they could be spread on nearby land for plant food.

Being high in nitrogen and organic substance the material would not only feed trees and crops but would condition the soil to better moisture-holding properties, reducing the need for irrigation or rain.

We recently ran an article about a Tampa man who plans a State-wide project of ridding our waters of the pest and we hope to hear from him again soon, for his plan has the double feature of being a public benefit as well as a source of post-war employment.—Orlando Sentinel.

SIX EX-GOVERNORS

Florida has six living ex-governors. They are Cary A. Hardee, Doyle E. Carlton, John W. Martin, Dave Sholtz, Fred P. Cone, and Spessard L. Holland, who only last week stepped back into private life.

These six governors directed affairs in Florida between 1921 and 1944.

The Floridian, well-known Florida newspaper, recites various accomplishments of all former governors, but gives the palm for statesmanship to Holland saying:

"He astounded and delighted everybody by carrying out his promises. Holland sponsored and passed the longest, soundest list of governmental reforms and improvements of any governor within political memory. He made brilliant appointments. His most important contribution was to set a personal example of personal rectitude in public office, insist on pain of dismissal that other officeholders at least avoid the appearance of evil."—St. Augustine Record.

WATER-CHOKING PLANTS

Up in Virginia they don't have water hyacinths to impede their channels and choke their lakes, but they have something equally as good in water chestnuts, not the edible Chinese kind, of which they are now trying to rid the Potomac River, along which there won't be quiet until the job is done.

According to an article in the Richmond Times-Dispatch of Jan. 7, sent us by Mrs. G. C. Mason, formerly Mrs.

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JOHN KILGORE, Tallahassee

J. E. ROBINSON, Winter Garden

Editor

Publisher

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A magazine of general circulation and general public interest dedicated to construction and improvement of Florida highways, to traffic safety, public education and all that these imply in the future development of Florida resources and possibilities. Not published at State expense. Manuscripts and pictures intended for publication should be addressed to the editor. Contributions of pictures and reading material are welcomed, but publisher accepts no responsibility for their loss. Permission is hereby given to newspapers and other publications to reprint material contained herein (unless specifically restricted in the title of the material) provided proper credit is given Florida Highways, Reg. U. S. Pat. Off. Subscription price, \$2.00 per year; single copies 25 cents. Published monthly and entered as second class matter July 11, 1941, at the postoffice at Winter Garden, Fla., under the Act of March 3, 1879.

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FLORIDA

EDITORIALS

FLORIDA'S ECONOMIC FOUNDATION IS AGRICULTURE

FLORIDA HAS UNDERGONE many changes in its history but none to disturb the agricultural foundation which has always supported the State's economic structure.

Earliest settlers of Florida from Europe were conquerors, missionaries, and traders but the commodities that sustained them here and for which they bartered were largely products of the soil and the sea. First settlers from the other American colonies were farmers. The first occupations were felling trees to build homes and clear land for agriculture. Livestock came in with the settlers.

In the earlier years staple farm crops were grown. From the beginning there has been some citrus growing but not on a commercial scale. The seasonal vegetable industry is relatively a newcomer.

Florida's early agriculturists diversified, dividing their energies between lumbering, livestock raising and farming. The practice has continued to the present day although specialized lumber and naval stores operations grew and prospered.

In recent years Florida's citrus industry mushroomed into the State's largest agricultural occupation. Precise figures are lacking on the value of the "tourist crop" but citrus men now claim that their industry brings more money into the State than any other single revenue producing source. It is certainly true that citrus is right at the top of the list of sources of income in Florida.

The fresh vegetable industry has grown remarkably and is probably second only to citrus as an income-producing agricultural occupation. A peculiarity of the fresh vegetable business is the area specialization which has given the State spots of highly intensified production of single crops and central marketing communities known as "capitals" of the celery, new potato, bean, and strawberry empires.

Cattle raising has received a tremendous impetus from the introduction of better strains. Many cattlemen are raising pure bred herds but more are crossing pure bred bulls with native cows to produce a heavier and more profitable strain which also has the advantage of being hardier and better able to care for itself under ordinary grazing conditions. The result has been to increase enormously the value of Florida cattle and the income from that source. Many competent observers believe that the cattle industry is still in its infancy and that the future holds promise of great progress. Experimentation with new pasture grasses and with cross strains adaptable to Florida conditions sustain that prediction.

Cotton production has never ceased in Florida. Sea Island cotton is now making a come-back after having been abandoned several years ago. Short-

staple cotton is now grown more profitably since ways have been found to combat the boll-weevil menace.

Cultivation of bright-leaf tobacco, used in cigarette manufacture, has spread across the top of the State and now brings in a rich income. Shade-grown tobacco of the type used for cigar wrapper has flourished for decades in limited areas, largely centered by Madison and Quincy.

Peanut cultivation has been expanded enormously in recent years and is now one of the chief general farm crops. Corn, sweet potatoes and the other general farm crops are holding their own. Hogs, poultry, dairy products and other agricultural specialties are increasing steadily in value but the ceiling of potential production has not been approached.

New and strange crops offer almost unlimited possibilities. In recent years tung trees have been widely planted. Ramie has been successfully cultivated as a new source of fibre. In southern Florida commercial plantings of semitropical fruits have paid dividends. Some growers have made good money from ferns and bulbs. From the earliest days when colonists experimented with coffee, tea, silkworms and other exotic agricultural products, there has been keen interest in Florida in the introduction of new crops. There is a strong feeling among many Floridians that the surface has not been scratched.

In all the progress that has been made the State government has had a leading role. The experimentation laboratories, the Farm Extension Service, the agricultural colleges and the several services of the State Department of Agriculture have helped constantly and in important ways to improve Florida's agriculture and increase the State's income. This work is still going on and is still paying handsome dividends.

There are still uncounted opportunities for new settlers in Florida. Most of all we need those who will produce new income. Our income is still derived more from the soil than from any other source. We need more producers in agriculture. We need, too, more specialists in the fields of agricultural processing. In some of the plants now operating in the State, particularly in the citrus processing field, use is made of all formerly wasted citrus products. Chemical research has demonstrated that valuable commodities can be made from materials that have been thrown away.

We have done much but we can do much more to increase Florida's agricultural income. The potentialities challenge Floridians to embark upon new adventures in agricultural production and processing. What we make of our opportunities is up to us. There is no limitation, within reason, except the limitation of our own energy and ingenuity.

The future of Florida's agriculture is bright and tempting. All that is needed to achieve the goal is more hard work and careful thought. Floridians are capable of both.



CITRUS -

By HOWARD HARTLEY

DATING BACK to the days of the Spanish conquistadores when Florida's first "tourists" brought from fertile groves of Granada and Seville a few young orange trees for transplanting in the new world, Florida's citrus industry this season is celebrating its seventy-fifth anniversary with the highest money return from the biggest crop in the State's history.

Whether Ponce de Leon or one of his fellow explorers planted the seeds of Florida's largest agricultural enterprise is not clear in the history books. But the records tend to show that revenues today from fresh fruits, canned juices, concentrates and other byproducts are larger than the profits from tourists, general farming or any other single activity.

Pioneer explorers, writing of their travels as long ago as 1773, mention the orange groves that lined the banks of the St. Johns River from the village of Cowford that later became the great city of Jacksonville, as far south as DeLand. A vivid description of these groves can be found in the diary of Sir William Bartram, who came to Florida shortly before the American Revolution. But it was not until 1870 or almost a century after Bartram's journey that citrus production in this State reached commercial proportions. Production in 1884 totaled 600,000 boxes and



Florida's Big Money Crop . .

the Florida citrus belt of that era comprised only the counties of Duval, St. Johns, Volusia and Marion.

Until the first big freeze in 1885, nearly all of Florida's citrus fruits were grown in that area, plus a few scattered plantings in Orange and Lake Counties. But the grim disaster that overtook the industry in that terrible winter convinced producers that the northern and northeastern tiers of counties should be abandoned in favor of sections further south. The cold was so severe that even mature seedling trees around St. Augustine were split and the freeze of 1885 was followed in quick sequence by blighting cold spells of 1886, 1895 and 1899. North Florida was given over to general farming and the south Florida region became the center of the citrus belt.

With the exception of years immediately following killing frosts, production of Florida citrus has in-

creased steadily, year after year. In 1885-86, the crop totaled 900,000 boxes, produced on approximately 10,000 acres of bearing grove. During the last shipping season, experts of the industry's war problems committee found Florida today has the staggering total of 364,150 acres in bearing trees. Figuring this land is worth \$1,000 an acre, it will be seen that the investment in acreage alone is \$364,150,000.

Whereas Florida's first commercial crop was packed in makeshift packinghouses, some of them set up in sheds on the edges of the groves, the industry today is served by 300 modernly equipped packing plants, representing invested capital of more than \$200,000,000. Sixty-one canning, juice processing and concentrates and citrus byproducts plants this season will turn out products worth many millions of dollars, with most of the merchandise earmarked for lend-lease shipments or con-

sumption by the Nation's armed forces. In fact, the Florida citrus industry is knee deep in the war effort, perhaps even to a greater extent than other branches of agriculture because of the high demand for vitamin-laden fruit.

How this great industry has developed to its present production of approximately 45,000,000 boxes is a story of indomitable courage by the thousands of men and women who depend on the production and sale of citrus fruits for a livelihood. In no other line of farming are there greater risks, because the death of a single citrus tree in a frost wipes out four years of hard work required to bring that tree into production. Vegetable farmers can plow under frost-blighted plants and start anew. But the citrus grower must not only remove his dead trees but also wait years for new growth to begin bearing fruit again.

Inasmuch as the rigors of the citrus business beget a certain ca-



maraderie among those engaged in it, one finds in that spirit the true flame of cooperative effort that has produced the Florida Citrus Exchange, a mighty group of growers banded together for mutual benefit; the Florida Citrus Cannery Cooperative, and many other smaller organizations, all of them controlled by the growers.

Florida fruit producers learned the lessons of cooperation the hard way. There used to be a time when the speculators reaped the profits and the growers often got the freight bills but little or no return for their labor. It hasn't been so long ago that the industry spoke with ten thousand tongues rather than through the voices of

the State Citrus Commission, the directorate of the Florida Citrus Exchange or other large cooperatives. Back in those chaotic days, certain selfish interests put personal gain ahead of the welfare and reputation of the industry.

Today, the citrus industry of Florida is moving steadily forward as a united front, fighting its battles for lower freight rates, marketing the crop scientifically and in accordance with the highest merchandising standards and advertising its products through a branch of State government, operated by and for the producers, the shippers, and processors.

Not only does the State Citrus Commission function as an agency

that exercises sane and progressive control over this gigantic agricultural enterprise, but State government also maintains rigid supervision over the fruit shipments through the activities of the Florida inspection service, operating as a division of the State Department of Agriculture. This happy trinity of forces—grower-cooperatives, citrus commission inspection service—is the outgrowth of years of trial and error.

Within the last decade, however, a new element has come into Florida's citrus industry picture. This is citrus research, representing the highly trained chemists and laboratory technicians, from whose test tubes have come the new processes many regard as the solution of dreaded over-production. From research studies, there have been developed such products as citrus concentrates, canned fruit juices, dehydrated cattle feed made of pith, peel and seeds once thrown away as valueless, molasses and other byproducts that will not reach civilian markets until after the war.

In addition, the research department of Food Machinery Corporation has evolved protective waxes that preserve fruits against decay and improve appearance on Northern retail markets. Amazing improvements have been made in packinghouse machinery and equipment for concentrates, canning, and dehydrating plants.

With these developments of by-products, increasing demands for fresh fruit and modern merchandising and advertising methods, however, citrus plantings in Florida have grown by leaps and bounds. Since 1928, when a survey revealed a total of 4,341,714 nonbearing trees, each succeeding year has witnessed further expansion of citrus acreage throughout the principal producing centers.

In the orange field, Polk County tops the list, followed by Orange, Lake, Hillsborough, Volusia, Brevard, Highlands, Indian River, Marion, Pinellas, Hardee and DeSoto; whereas in grapefruit imperial Polk again ranks as the top producer over Pinellas, Dade, Lake, Highlands, Manatee and Indian River.



Within the continental United States, Florida has two major competitors — California and Texas, both producers of oranges and grapefruit, although the Texas Rio Grande valley specializes in grapefruit. To illustrate these rivalries, latest comparative figures compiled several years ago showed Flor-

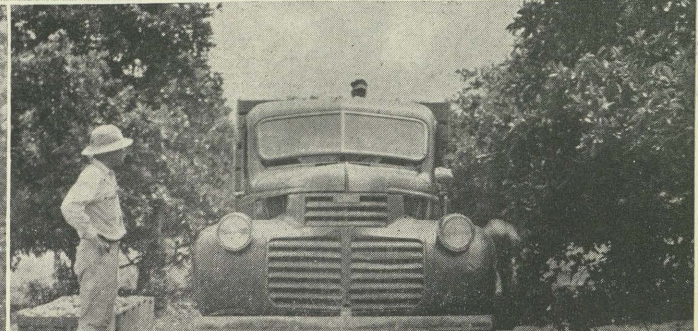
ida with 195,147 total acres of which 154,956 were bearing, as compared with California's 200,909 total acres, with 185,543 acres in production. Texas had 24,800 acres in oranges and 58,700 acres in grapefruit.

Before the outbreak of World War II, other nations produced

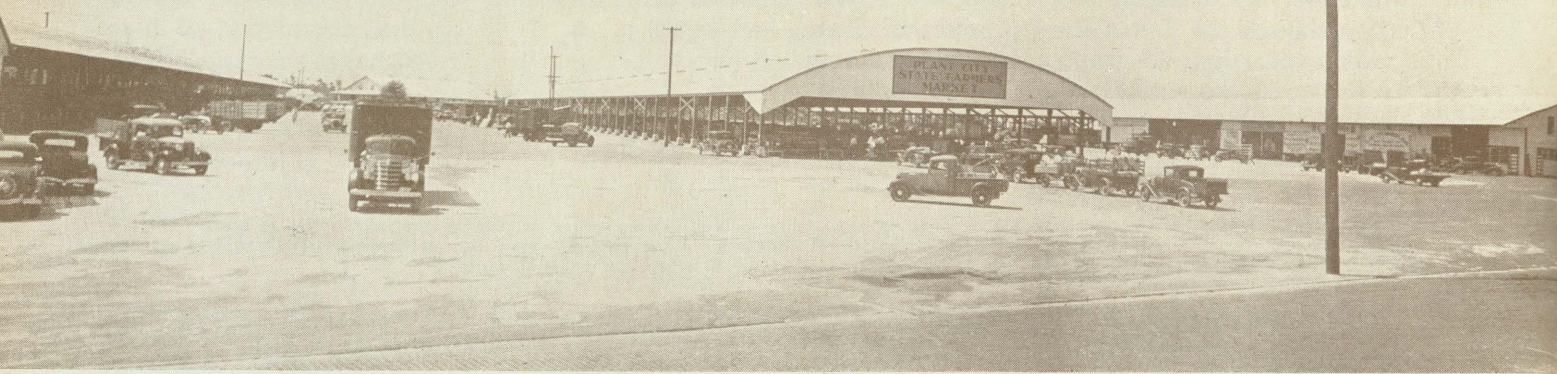
citrus fruits in increasing volume. During the late 1930's Spain marketed 28,715,000 boxes of oranges and 1,322,000 boxes of lemons. Italy boasted production of more than 25,000 boxes of citrus. Heavy plantings were reported in China, Australia and Brazil. Some of

(Continued on page 39)

Top scene—The smaller size truck used for navigating the sandy soils of citrus groves to pick up the field boxes of fruit. Center—Transferring the load from the small truck to a semi-trailer outfit for hauling to packinghouse for processing. Bottom—two scenes showing small alleys trucks have for picking up the field crates slacked between the growing trees.



FARMERS



FLORIDA'S SYTEM OF State farmers' markets is a lusty 10-year-old stripling in the State's agricultural set-up. Nathan Mayo, Florida's commissioner of agriculture, is the father of the system, and I have had the pleasure of guiding it through its formative years into the firm place it now occupies in our rapidly expanding agricultural industry.

The first year, 1935, only one market was operated and sales amounted to a little more than a half million dollars. During the last fiscal year, 27 markets in the system did a total business of \$23,316,097. The grand total of sales for the 10 years of operation

By **WILLIAM L. WILSON**

Director, State Farmers' Markets

reaches the impressive figure of \$83,532,946.

Florida's State-owned and State-operated farmers' markets are unique in many ways and have served as models for other States seeking methods for improving the agricultural economy of their constituents. For this reason a brief review of their history may be interesting.

When Commissioner Mayo first took office, he was much concerned about marketing conditions in Florida. Growers then were largely dependent upon what commission houses in New York, Chicago

and other cities would pay for produce shipped to them on speculation, and many times these sales paid little more than the cost of transportation, and all too often brought the grower a due bill instead of a check.

Some farmers relied upon their individual bargaining ability to cope with traveling buyers who had the great advantage of knowing the last-minute quotations of market prices and who could tell the grower he could "take it or leave it" when making his offer, well knowing that the grower was in no position to refuse to sell.

Other growers were financed by buyers, and, of course marketed their produce to or through those who financed them. This system

Plant City State Farmers' Market (above). Inspecting tobacco offerings at the Live Oak State Farmers' Market.



Sell Products for Cash

was not satisfactory from the grower's viewpoint.

Commissioner Mayo was determined to correct this condition. He made a trip to California to study the system in use there and which was highly regarded. He found, however, that while ideal for the block-growing of produce there, it could not be adapted to Florida's scattered and more diversified agriculture.

He then evolved the very simple

idea of building inexpensive markets where needed. These markets would provide a place where growers and buyers could meet. Through concentration of a large amount of produce in one spot by many growers, the one with a few packages could receive the benefit of the current market price. The one with a large number of packages had the same advantage. This system would help the buyer as well by enabling him to fill his

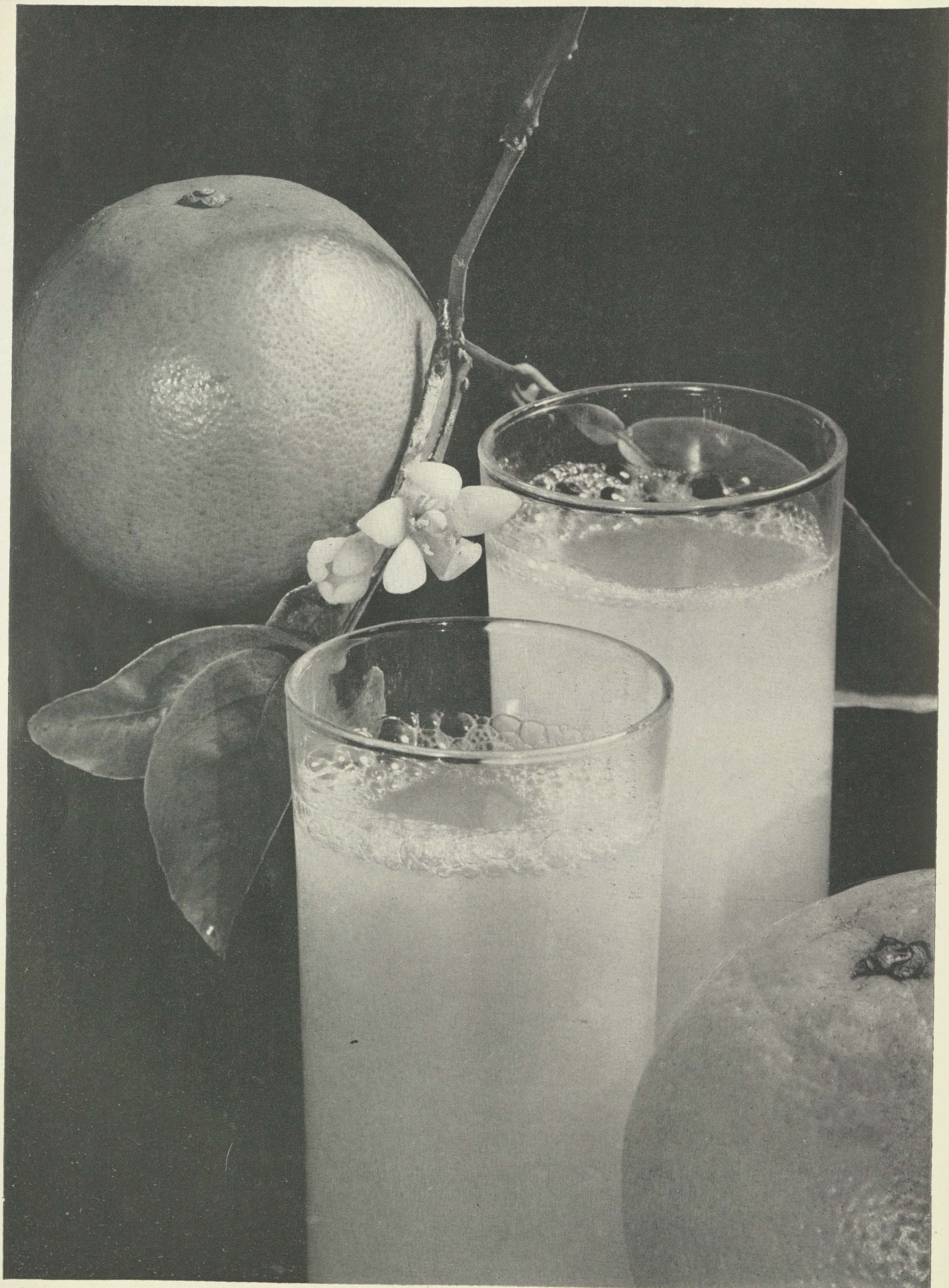
needs without moving from the market platform.

State Farmers' Markets are truly cooperative. Communities where they are located furnished from 10 to 20 acres of land. The State Road Department built the aprons for parking and access roads. The WPA helped in the construction, and the Agricultural Department, from its inspection fund, provided some of the money necessary for

(Continued on page 40)

The cattle auction at Arcadia is an interesting show for those who come to look and listen but a far more interesting one for those who come to bid and buy. At the right will be seen two hands in the air, both denoting a bid on the batch of cattle in the pen. Florida meat is becoming more and more important to the war effort and is now graded by United States inspection.





Florida Citrus Canners Saved Britain's Children

WHEN FUTURE historians pen the story of Great Britain's survival of the Nazi bombings during the terrible winter of 1943 a special chapter should be devoted to the Florida Citrus Canners Cooperative, whose mammoth plant at Lake Wales sent to the children and expectant mothers of the beleaguered island during the most critical period in British history nearly one million gallons of vitamin-laden citrus concentrate that helped save twenty million lives.

How this grower-controlled cooperative, rated today one of the largest canned fruit industries in the world backed up Britain's last line of defense against the unseen invaders of disease, malnutrition and vitamin deficiency which threatened a war-born generation, is one of the most remarkable stories that has come out of the

European holocaust. Now the story can be told because Adolf Hitler's dream of world conquest has been shattered, his bombers no longer prowl the skies over Britain and the dark, dank underground shelters in which millions cowered under an incessant rain of explosives have been abandoned to the sewer rats.

British stamina was at its lowest ebb in the autumn of 1942. The Mediterranean Sea was a Nazi lake. British freighters, laden with life-giving citrus fruits from North Africa, the French Riviera and southern Spain, were running the gauntlet of Axis submarines and dive bombers. Hundreds of them were sunk. Only a few got through and these cargoes were woefully inadequate to bring to the vitamin-starved nursing infants, adolescent children and expectant

mothers of Winston Churchill's island the citrus diet component needed to compensate for an almost total lack of sunshine.

British physicians found that the future of their nation's next generation hung in the balance. Unless these children and mothers of a generation yet unborn could be given minimum amounts of the precious Vitamin C, scientists warned the Prime Minister and his cabinet thousands would die and an untold number would be doomed to crippling disabilities. So Britain turned to American lend-lease and her cry for help was heard by officials of Florida's largest canners cooperative.

Fortunately for Britain, the call came as workmen were putting the finishing touches on the first unit of the Lake Wales plant. Construction began during the summer of 1942. But the first gallon of concentrate was produced early in December of the same year, setting a new speed record for the industry. The company has been breaking records ever since and its second

The fruit and the juice (opposite page) is an attractive illustration which has been used by the Florida Citrus Commission in advertising of Florida's chief product. Florida juice plants are working on government contracts for production of juices for allied armed forces. Under the watchful eyes of skilled technicians, (below) citrus juices are mixed and blended in these 500-gallon tanks as the second step in production of both single-strength juice and concentrate.



historic achievement was the manufacture, during the first five months of operation of 918,000 gallons of citrus concentrate.

On the basis of cold production figures, not only for concentrate and single-strength citrus juices which comprise the bulk of war-time production, but also from the standpoint of pre-war grapefruit canning operations, the Florida Citrus Canners Cooperative today stands alone as the world's largest citrus processing enterprise. It is larger than all of California's concentrates operations and, with new processes now emerging from research laboratories, the cooperative is destined to expansions that stagger the imagination.

The Lake Wales plant, as an illustration, is one of the State's biggest manufacturer of citrus pulp cattle feed, a comparatively new byproduct that already has revolutionized the cattle industry by providing dairy herds and beef animals with a new diet that means abundant health, longer life and increased efficiency.

At the close of each 24-hour operating period, a 10,000-gallon tank

car moves out of the Lake Wales wonder plant filled to capacity with citrus molasses that is recovered from waste water formerly discarded as worthless. This molasses, incidentally, is sold to a single buyer whose scientists have discovered that the dehydrated citrus pulp, when combined with the new citrus "black strap" becomes an animal diet "must" because of its high carbohydrate content.

Production schedules of this type require a lot of fruit. So it isn't surprising to learn from President Harold S. Norman that out of the 10,000,000 field boxes of oranges and grapefruit grown annually on the 50,000 bearing acres owned by the 1,500 grower-members of his cooperative, more than 3,000,000 boxes will be processed at the Lake Wales plant. Present equipment has a capacity of from 5,000,000 to 6,000,000 boxes—a post-war production goal.

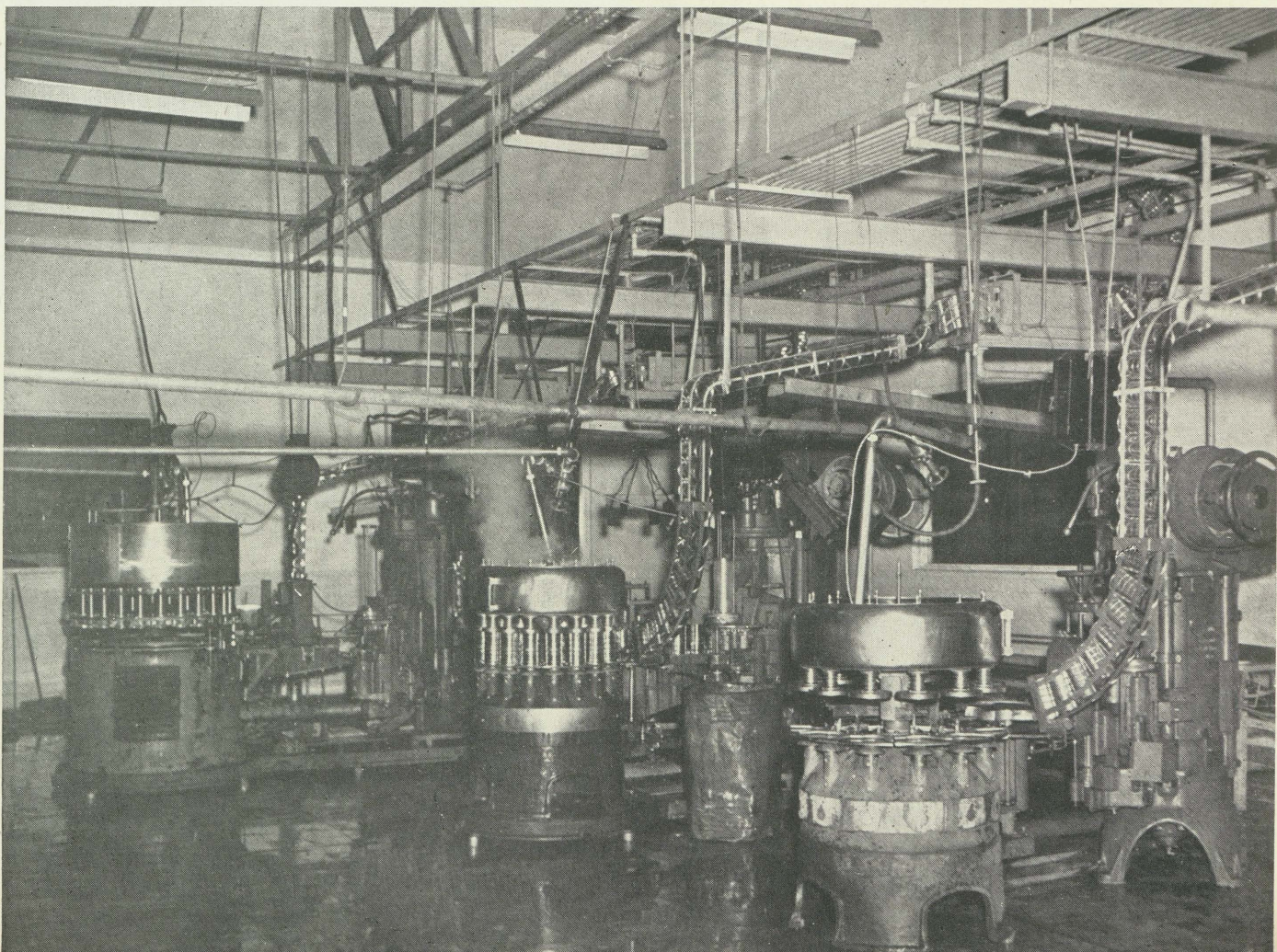
Between 30,000 and 35,000 boxes of fruit is cut, squeezed, juiced, dehydrated and distilled at the plant every 24 hours into single-strength orange and grapefruit juices and blends, cattle feed, and

citrus molasses. This adds up to 65 freight cars or one solid train. Approximately 1,000,000 cases of single-strength juices, bearing the cooperative's label went to the armed forces alone last year.

The cooperative production center sprawls over a square mile of rolling hillside on the outskirts of Lake Wales and consumes from the plant's chain of deep-driven wells more water every 24 hours than is used by the entire population of the prosperous Polk County metropolis. You enter across a broad expanse of unloading yard where an endless procession of big semi-trailer trucks moves in and out every hour of the working day with heaping cargoes of grapefruit and oranges, hauled from groves of the grower-members and bought on the open market at prices that rank high up with the commercial pack. There used to be a day when Florida's canning industry was the Peck's bad boy of the fruit business and shortsighted growers feared processors would ruin the fresh fruit market.

Back in 1921-23, for instance, only 10,000 cases of canned grape-

Juice canning machines at the Lake Wales plant. Each can is filled almost to the top with hot juice, the can is then sealed and a 15-pound vacuum is created as the juice cools. The machines vary in size from Standard No. 1 to one gallon content.



fruit were produced. But the volume had jumped to 4,500,000 cases at the end of the 1940-41 season when canning operations were stopped because war production demanded only juice, concentrate, cattle feed and molasses. Production gains in the juice field, however, are even more remarkable. Grapefruit juice volume in 1928-29 totaled 202,000 cases but 16,778,124 cases were produced in 1943-44. Orange juice that aggregated only 37,552 cases fourteen years ago today add up to more than 7,000,000 cases and the blended juices jumped from 84,958 cases in 1935-36, when the product first hit the market, to a 1943-44 total of 6,176,163 cases.

Ten trucks have dumped their loads on the conveyor belts while you have digested these figures. So we are ready to follow the fruit through the plant, beginning with its slow journey under the cleansing water sprays and over the stiff-bristled washers. Freed of the loam of its birthplace, the fruit is then dunked in a soap tank where a special preparation takes off the last remnants of dirt, followed by another trip through Food Machinery Corporation's ingenious washers and then through final inspection where eagle-eyed graders pick out every orange and grapefruit unworthy of becoming a half ounce of concentrate or a flask of single-strength juice.

Extracting juice from citrus is an amazing operation in itself. The fruit is whacked up into sections as it flicks through an intricate arrangement of knives. Oranges are halved and each half drops gently into a cup slightly larger in diameter. The halved section scarcely hits the cup before it is smacked dead center with a stainless steel or aluminum semiglobular knob that projects from slowly rotating cylinders. These knobs press out, with just the right degree of force, every drop of juice from the halved orange. The peel, pith and seeds are whisked away to another conveyor belt and headed for the cattle feed dryers and the stomachs of contented cows.

Grapefruit juicing constitutes another process. The fruit is first quartered and each quarter is bur-

red-out, with the juice channeled into stainless steel pipes that lead to both the single-strength juice and concentrate machines. Pulp, peel and other residue follow the orange remnants in the cattle feed plants.

Manufacturing single - strength juice isn't a job for tyros. It is done as precisely and with as infinite scientific control as any laboratory formula, except that the process begins with giant stainless steel testing and blending tanks. There are eight of them in a battery at the Lake Wales plant, each holding 500 gallons. Similar tanks are used to determine the amount of Vitamin C in each batch of 50 gallons, which requires only 10 minutes to pass through the operation.

Next step involves the operation of the plant's marvelous deaerators, which remove every vestige of oxygen from the juice because oxygen, as you know, is the deadly enemy of Vitamin C. Then the oxygen-free juice is piped through the heaters and pasteurizers, where its temperature is jumped to 205 degrees Fahrenheit in 5 seconds and the precious liquid is ready for canning under vacuum.

This may sound complicated but it is amazingly simple. Cans are merely poured brim full of juice that is heated to 200 degrees and then the cans are topped and sealed. There isn't any air in the juice because of the high temperature. So when it cools and contracts you have a 15-inch vacuum in each can, the highest the container can stand. The filled cans are cooled with water sprayed on them as the finished product moves along a conveyor belt.

The concentrates process is carried on in another department. Pure juice is passed through what the industry calls a "three-stage concentrator," consisting of three enormous stainless steel tanks. The first stage, through flash heating, increases solids to 11 percent. Stage number two ups the solids to 50 percent and the third to 75 percent, with the result that the finished product has a syrupy consistency but has lost, in the process, less than one percent of its original Vitamin C.

Cattle feed manufacture is child's play as compared with making single-strength juice or concentrate. The discarded peel, pulp,

(Continued on page 41)



Directing heads of Florida Citrus Canners Cooperative. Left to right: L. G. Foster, vice president in charge of production; President Harold S. Norman; Carl Fish, vice president in charge of sales, and Dr. J. L. Heid, chief of the research division.



State Guarantees Quality

THE CITRUS Inspection Bureau of the Florida Department of Agriculture with headquarters in Winter Haven, is the division through which the department serves the citrus industry in a measure of protection to the industry and the consuming public.

Florida's commissioner of agriculture is charged with the enforcement of the citrus fruit laws

and the regulations of the Florida Citrus Commission. The work of the bureau deals chiefly with the application and enforcement of the following laws: Bond and license, citrus maturity laws, color added, frozen fruit, arsenical spray, processing materials, fruit for canning, and the grade standardization under the citrus commission law.

The bond license law requires

that every citrus fruit dealer obtain a license from the department upon approval of their application by the Florida Citrus Commission, and post a bond in the proper amount with the department before the license is granted. This act guarantees the producer the price he is promised for his fruit and tends to eliminate the irre-

(Continued on page 41)

All Florida fruit must pass this test before it can be shipped to market. Chief Chemist Frank E. Morgan runs test to show percent of soluble solids in a sample batch of oranges. Uncolored fruit must contain 7.5 percent, color-added varieties 8.5 percent. Chief Chemist Morgan is shown making a microscopic test of orange juice as his assistant runs titration test of grapefruit juice sample.



Florida Inspection Laws

By PHIL S. TAYLOR

Supervising Inspector, State Department
of Agriculture

PEOPLE WANT GOOD food; everybody uses drugs occasionally; hence, our food and drug law. Most of us ride in cars; therefore, we have a gasoline inspection law. Florida farmers must have commercial fertilizer—more per acre than any other State; hence, our fertilizer law. Poultrymen, dairymen, and livestock growers must have commercial feed to supplement pasturage; therefore, we have a commercial feed law. Florida's biggest crops—citrus and vegetables—demand not only fertilizer, but also liquid sprays and dust for the control of fungus diseases and insects; hence, we have the State insecticide and fungicide act.

Florida's more than 100 million boxes of citrus fruit, before going to market, must be inspected to determine fitness for human consumption; hence, the nine citrus inspection laws, enforced out of Winter Haven. Florida housewives want fresh eggs and poultry of known quality; we, therefore, have an egg law and a poultry law. Florida mothers demand pure milk and ice cream rich in food value for their children; therefore, we have enacted the milk and milk products law, and the frozen desserts act, under which dairies must meet sanitary standards.

The 75,000 farms of Florida, growing scores of different crops, require several million dollars worth of seeds annually to plant these crops. ninety percent of this seed is shipped from other States and nations. Bad seed may not germinate, may be low in vitality, impure as to variety or infested with noxious weed seed, which increase the farmer's worries and depreciates the value of his land and his crops. To meet this condition, we have a seed law to prohibit the sale of bad seed, and to increase the income of growers through the use of dependable seed of high germination, known variety, and fitness for our many different soils.

Florida farmers in past years consigned much produce to commission merchants in distant ci-

ties, trusting them to make the sale and to remit honestly, or sold their crops to buyers within their State, accepting checks which too often bounced back like rubber balls, bearing those words "Insufficient funds!" This condition forced Florida to follow the example of other States and enact the licensing and bonding law, under which those who buy products of the soil from the producer must either post bond, as evidence of their financial responsibility, or pay the farmer "cold cash on the barrel head."

Most retail gasoline stations over the State get gasoline from large transport trucks. Formerly, many of these trucks were never tested to determine accuracy of their meters or exact capacity of their compartments. This meant that the gallonage delivered to the retailer was often without check or verification and the retailer, many times, was left short of the amount actually purchased. This system is being corrected through a law requiring the calibration of all trucks delivering petroleum products to retail outlets.

The wholesaler of petroleum products felt the need for protection against unfair competition, and this brought about the passage of the ant substitution law to prevent fraud and deception in gasoline, oils, and similar products.

If you care to count them, you will find 22 regulatory laws on the statute books of Florida which the commissioner of agriculture must enforce, using funds derived from fees charged for the service of inspection. Mark you, all of these were passed because people called for them. Few, indeed, realize the scope of these laws, the protection which they give to the consuming public or the amount of painstaking and accurate work necessary for their proper enforcement.

Let us take a glance at the size of the job and the methods used in doing it:

To regulate the production, processing, labeling, sanitation, and selling of food alone, is a tremendous task. To accomplish it, we welcome the help of our State Board of Health and city health officers throughout the State. The field work in foods, as performed by our department, consists largely of the examination of food stocks offered in approximately 7,000 wholesale and retail stores and warehouses. Food which is obviously unfit for human consumption may be destroyed at once. Some salvaging can be done, as in the case of canned goods. Foods slightly spoiled and yet of some value as animal feed may be disposed of in this way under supervision.

Most foods come in package form these days and this requires that the label should be read to see that the information, demanded by the food law, appears thereon in clear type for the guidance of the buyer. An important procedure is the weighing of food packages to determine whether the net weight shown on the label is actually in the package.

Readers may find interest in the knowledge that thousands of packages of staple foods, as well as canned goods, are checked for accuracy of weight every year and hundreds of instances are of record in which short weight was found. If the package can be reopened, the merchant is required to do this and fill it up to the weight shown on the label. Canned goods found appreciably short in weight, or carrying an excess of liquid in proportion to solids, are required to be relabeled or sent back to the plant for correction.

If the scales in the retail grocer's store are out of "kilter" an adjustment is required so that the purchaser may get exactly the amount for which she pays. When an inspector finds an article to

which suspicion attaches as to quality, a sample is collected from the stock, shipped to the State chemist in Tallahassee and carefully examined in the food laboratory.

If it is found misbranded, short-weight, adulterated, contaminated, or spoiled, the verdict of the food

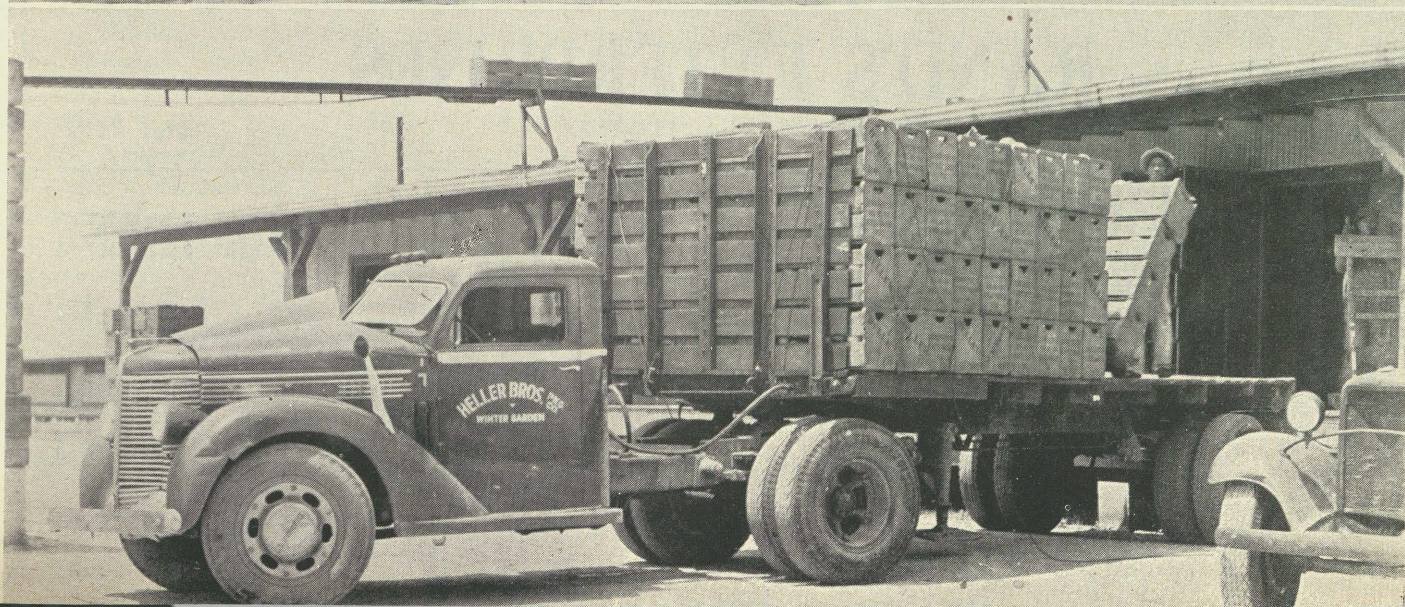
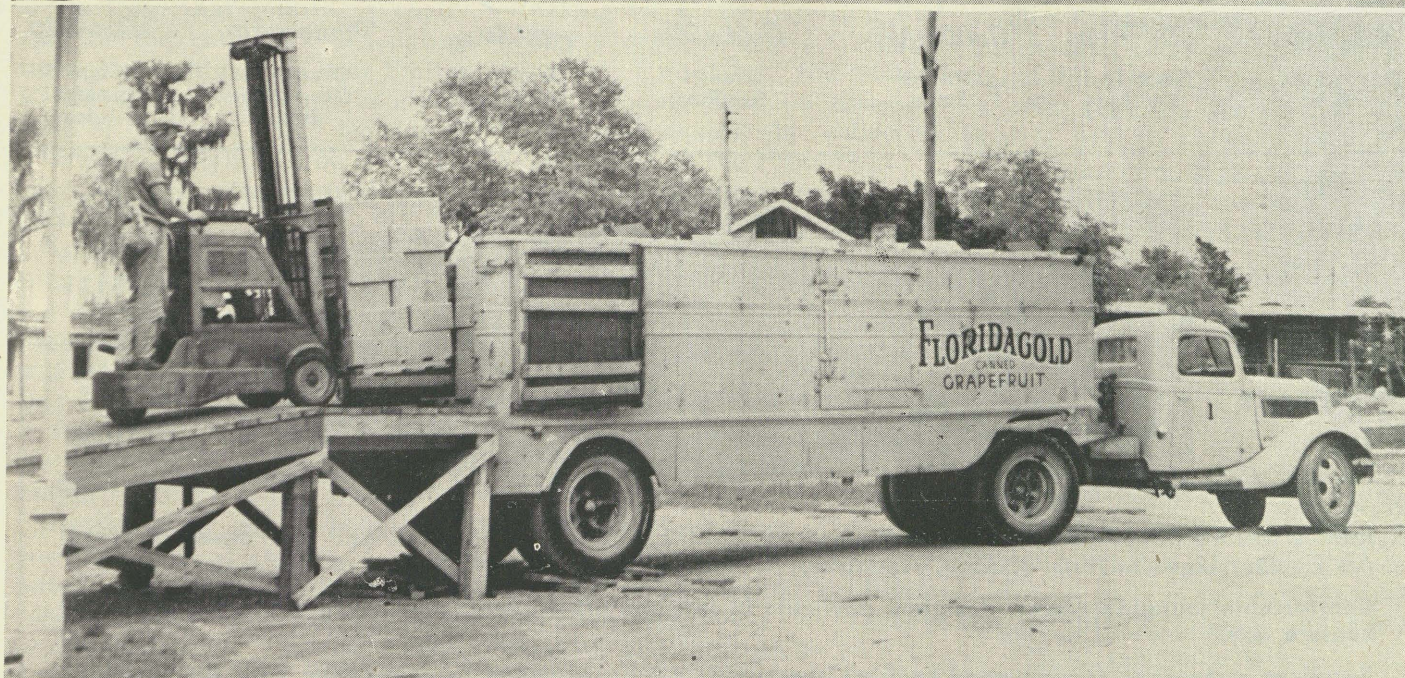
analyst is given to the State chemist, who signs an official report and passes this to the supervising inspector of the inspection bureau, whose duty is to exercise police power through the seizure, confiscation, destruction, or other disposition of the lot from which the sample was drawn. The packer,

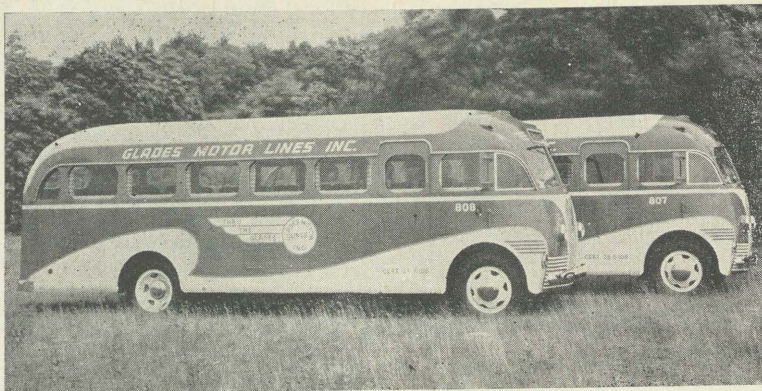
canner, manufacturer, broker, or retailer of the commodity is informed of his violation and asked to comply with the law, otherwise appropriate court action may ensue.

As with food control we also exercise, with necessary adaptation, proper police power over the vari-

(Continued on page 43)

The scene at top left shows type of truck used mainly for hauling bulk fruit. The companion picture is the type seen on all highways leading out of Florida loaded with boxed citrus for market. Loading cases of canned citrus (center) for transportation. Truck at bottom just from the grove, unloading field crates of citrus fruit.





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Collectors and Assessors Meet

WITH THE 1945 biennial session of the Florida legislature only a few weeks off, two important groups of county officials, the Florida State Association of Tax Assessors and the Florida State Association of Tax Collectors have completed their legislative programs.

The programs were recently adopted at meetings in Jacksonville. The assessors' legislative and executive committees met in joint special sessions to arrange their agenda, while the collectors' program was set up at the sixteenth annual conference, at which time they also elected officers and named committees to function in 1945-46.

H. Earnest Overstreet, Dade County's collector and a former member of the house of representatives from that county, is chairman of the collectors' legislative committee, while W. Homer Smith, Volusia County's assessor, is chairman of the assessors' legislative committee. Both will be at Tallahassee in the interest of the programs.

Assessors had less trouble in deciding on their program than did the collectors. The latter are still uncertain on just what bills they will offer for enactment, but probably before the session opens April 3 they will have rounded out their slate of bills. There is some similarity in the two programs.

Because both groups held their meetings in Jacksonville, they received the benefit of the other's views of proposed legislation and recommendations. At the collectors' annual banquet, the closing event of their two-day conference, the assessors were special guests. A fine spirit of harmony prevailed between the two sets of officers.

The assessors' committee meeting drew 25 members, while the collectors' conference was attended by 28. There were many recommendations made individually, but only a few found their way to the legislative calendars. Some proposed bills were vigorously discussed pro and con, while others

quickly received unanimous endorsement.

From the assessors came this six-point program:

Seeking clarification of the intangible tax law regarding what properties are subject to the tax. (The assessors want them specifically named by law, thus eliminating the necessity of each assessor making the decision in his particular county.)

Asking for existing tax laws to be changed in regard to penalties. (The assessors are striving through this proposed measure to establish uniform penalties for all classes. The collectors drew a similar bill.)

Seeking the abolition of all special school districts in the counties. (The collectors adopted a similar bill. Both groups want uniform tax rates throughout the counties.)

Asking for a law requiring that before a deed or contract can be recorded, it must bear the address of the grantee. (This, the assessors claim, will enable the collectors to send bills to the grantees.)

Seeking the "elimination of the itemized advertised list of delinquent taxes. (This will not meet approval of some newspaper publishers, despite the current newspaper shortage.)

Asking that no intangible refund be made by the State comptroller without first having the approval of the county assessor who made the assessment.

J. M. Lee, State comptroller, who shifted from one meeting to another told the two groups without hesitation just what he thought about his and their problems.

Here are three recommendations the assessors will send to the legislature:

That in view of the supreme court decision of January 26, 1945, in the case of Root vs. Wood, in which the supreme court stated that all assessments must be made by the tax assessor, and that no State official has the authority to make assessments, the association requests that all income tax information now available to the State comptroller be turned over to

the tax assessors instead of being withheld by the State comptroller and turned over to private investigators.

That in the event a bill is offered for the legislature to set up a retirement compensation plan for State officials and their employees that the tax assessors be included. (Some smaller bracket county officials at the last session wanted such a bill passed, and were opposed by higher State officials. The pension fund would be raised by salary deductions.)

That the association objects to any attempt by the legislature to extend the current 15-year tax exemption on certain industries in the State. (The expiration date is in 1946, and to extend it the legislature this year must enact into law the necessary legislation.)

This recommendation caused as much discussion as any brought up at the assessors' meetings. Some of the assessors were very outspoken in their views.

Chairman Smith of the assessors' legislative committee said he understood legislation to extend the tax exemption law is now being drafted, and that the assessors intend vigorously to oppose its enactment.

It is the consensus of the assessors that the exemption does not have a tendency to bring new industries to Florida, but that new industries come here because of the advantages offered by the State in their particular line of business, such as favorable operating conditions, climate and availability of raw materials.

"These new industries," said Chairman Smith, "that are now exempt definitely enjoy the same privileges of government as are enjoyed by like businesses that have been established prior to the enactment of the exemption law, and I do not think it is right."

Others said the new industries that are tax free bring additional burdens upon government, especially the school system. They contended that if exemptions were

(Continued on page 46)

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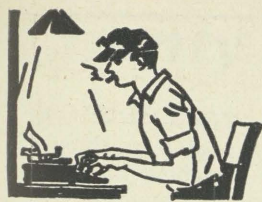
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FLORIDA FOURTH ESTATE

The Financial Plight of Florida Cities

GOVERNOR CALDWELL has made it clear to municipalities of Florida that State aid for them is not available under existing tax conditions.

Although sympathizing with the officials regarding the financial plight in which the homestead exemption amendment has placed municipal government units, the governor said if they wanted revenue they would have to find an untapped source. He warned that if the State tapped any new sources and handed out money to the cities, the independence of the cities would be curtailed. That is in line with his philosophy that the more the States beg of the Federal government, the more they also will lose their identity.

What, then, may cities do if they must have funds for expansion? They already are tapping business and rental property, not subject to homestead exemption, heavily. They already have licenses for businesses at a high rate.

The answer perhaps lies, if the cities wish to maintain their independence, in devising means of having those exempt from home taxation contribute something toward their government.

The average home owner in Tampa, for instance, pays taxes only for bond purposes—for municipal developments which already are enjoyed. He pays nothing for his police, fire and sanitary protection. He pays nothing for maintenance of his streets.

The political leaders of most cities are not courageous enough to point out this situation. Rather, they would have the voters continue under the impression that they will get something for nothing—that the State or the Federal government will look after their interests. But the people are only being kidded in this respect, for the State and Federal governments still have but one source of money—the people.—Tampa Daily Times.

Leaving Roads to Experts

ALL STATES have suffered from politics in road building and have fewer miles of good roads where they do the most good than would have been the case if highway programs had been laid out by competent engineers with view to giving the widest possible road service.

It has been observed often in Florida also that a needed road has had to be high-pressured into reality by groups of citizens organized to get their highway rights as by law intend-

ed, as in the case of Highway 8, for example.

This situation would not have developed if road routing and building had been left in the competent hands of efficient engineers, subject of course to the approval of those by law authorized to administer highways.

Under the new program in Florida, it appears that members of the commission will not be the sole arbiters within their respective districts, but will give way to the recommendations of the engineers unless there is some reason more substantial than a political consideration to do otherwise.

The principles of highway routing and construction are based on sound premises of scientific construction, calculation, survey and experience, and highway systems based on those principles are sure to serve the greatest number at the least cost, without leaving out of consideration the interests of small communities.

We understand the new commissioners for Florida are to serve without pay and to be relieved of many of the time-consuming and vexing details that formerly plagued them, to say nothing of the local pressure that often embarrassed them.

It is a good plan if it works and we are glad to see the new State administration willing to try intelligent methods of highway planning and management, believing that in the long run it will satisfy more localities and groups than the system it displaces.—Orlando Sentinel.

Protecting Water Resources

THE COMMITTEE appointed to work out a State-wide program for water control and conservation got off to a good start at its first meeting in Orlando Wednesday, under the auspices of Gov. Caldwell, who promised his full support to a workable project.

It was the committee's opinion, endorsed by the governor, that a State board with plenary powers should be set up to act on projects affecting the fresh-water resource much as the State highway commission acts on road construction and maintenance.

The scope of the undertaking includes flood control, navigation, impounding of rainfall, drainage, restoration of lake levels, replenishment of underground aquifers where excessive pumping and reduced seepage have depleted them and so on.

The committee is calling on State and Federal engineers, geologists and other experts to give them a picture

of the conditions affecting fresh water in order to have the main facts in hand, and then will hold public hearings in all parts of the State to get the views of the residents.

At the same time lawyers will be put to work to discover what the present statutes contain with respect to water regulation and to find out how other States handle this resource, in order that measures may be ready to place before the legislature in April.

This is a big order and a big undertaking, not possible of accomplishment in its entirety this year or in a series of years, but permitting a start in the right direction and putting an end to the present waste of our rainfall.

The demand for water is growing as our cities grow, as new industries come in or expand, as the necessity for more irrigation increases and as other diverse uses, such as for artificial refrigeration develop.

Meanwhile our only source of fresh water, namely, the rainfall of some 53 inches a year, continues at about the same average level and is incapable of being increased by any means now known to us, so to provide a wider margin of safety we must prevent the present wastes.

It is a problem the solution of which is vital to the welfare of every inhabitant of the State and is properly among the foremost of the projects in which the present administration is interested and desirous of achieving in the most effective way.—Orlando Sentinel.

More Stable Oil Policy

THE NEED FOR State legislation to regulate the prospective oil industry, govern the leasing of State lands and establish a tax policy for this potential resource is recognized by the governor, who has an oil advisory committee working on the subject.

The attorney general is working along similar lines and a group appointed by the State Bar Association is preparing recommendations, so the governor sensibly expresses the hope that the three agencies will get together and present a single program for legislative consideration and action.

Those who are competent to express opinions on the prospects of making Florida a real oil-producing State are confident that a field or fields will be developed here because preliminary surveys and explorations point to that likelihood.

That being the case, the State should be ready ahead of time to cope ade-

(Continued on page 49)

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County Activities and Personalities . . .

VAL C. CLEARY of Miami Beach, holds a unique distinction among Miami officialdom. He is the only councilman of a city in that area also holding a post as county commissioner.

■ Sarasota County board of commissioners will have three county bridges repainted. Contract has been let for the painting of bridges at Stickney Point, Blackman Point and Treasure Island.

■ Events of interest taking place at the meeting of the county commissioners of Dade County will be broadcast. Station WIOD will include proceedings of the board in its new local news program to be heard ten minutes each morning throughout the week.

■ Bay County commissioners have been petitioned by residents of the Martin Bayou area to construct a spillway at the mouth of the bayou. Project will be investigated.

■ Martin County Commissioner C. M. Fletcher reports extensive vegetable growing operations in the Indiantown area. He announced that 700 acres are producing a mixture of truck crops.

■ Dr. Frank V. Chappell of Pass-a-Grille, has been approved by the Hillsborough County commission for appointment as the new director of the County Health Department.

■ Marion County commission has leased Taylor Field to two corporations. The hangars and flight strips have been acquired by an aviation service and the buildings formerly occupied by the Greenville Aviation School will be used by a clothing manufacturer.

■ Balance in Pinellas County funds at the start of the new year aggregated \$307,420.00, members of the county commission have been advised by Court Clerk Ray E. Green.

■ W. R. Connell of Wewahatchka, for many years member of the board, was unanimously elected chairman of the county commission at its organizational meeting in January. E. Clay Lewis, Jr., was retained as attorney for the board.

■ At the organizational meeting of the Nassau County board of commissioners John T. Ferreira, veteran commissioner, was elected to serve as chairman for the first six months of the current year.

■ Both new and old members of the Orange County board of commissioners were guests of honor at a luncheon given by Miss Elizabeth Dickenson, county home demonstration agent. Several other officials also were present.

■ Dr. J. H. Chiles has been named county physician of Orange County. His appointment was made by the county commission upon recommendation of the Orange County Medical Society.

■ Alachua County commissioners have formally accepted a building constructed with the aid of Federal funds for a Nurses' Home.

■ Dr. W. P. Rice, Orange County health officer, has requested professional and other interested citizens to consider a program of a consolidated city-county health unit for the Orlando-Orange area.

■ Manatee County commissioners have approved a plan of soil conservation for that county. A. P. Spencer, administrator of the State Soil Conservation Board, presided at a meeting of the commissioners and citizens to consider the desirability of the program.

■ Seminole County, with more than 500 lockers already requested, is planning to construct a frozen fruit locker plant at Sanford.

■ Plant City intends to install a police radio station which will permit complete radio intercommunications between the city police cars and the county sheriff's office in Tampa, and possibly with the State Highway Patrol.

■ Following a conference between city and county officials, additional steps have been taken relative to cleaning out the drainage canal near the heart of Dania and the elimination of unpleasant odors emanating from the canal.

■ Highlands County board of commissioners discussed the road around Lake Istokpoga and was advised that it would be necessary to acquire title for the land involved so that the road may be completed after the war.

■ Volusia County commissioners, when renewing the lease on the Daytona Beach Armory for use by the Florida State Guard, included provision that the Armory be made available for Boy Scouts and other organizations on days or nights when not in use by the Guard.

■ Dade County will have a county department of wastes as the result of action taken by the county commissioners recently. A. D. Bailey was named director.

■ The residents of Palma Ceia, a Tampa suburb, intend to file a strong protest with the Hillsborough board of county commissioners and with the State Beverage Department for granting a liquor dealer's license for operation in their neighborhood. The commissioners had disapproved the application but their decision was overridden by the beverage department late in 1944.

■ Twenty women representing the Volusia County Federation of Women's Clubs have requested the county commission in their county to consider establishment of a home for delinquent

children and aged persons now held in the county jail.

■ Hillsborough County commissioners have announced support of Tax Assessor Sparkman's plan to obtain approval by the next legislature of an act providing that all real estate deeds and contracts be submitted to the tax assessor's offices before they are recorded with the clerk of the circuit court.

■ Hillsborough County commissioners have decided to continue to fight along with other counties to get the pro rata share of the full 25 percent intangible taxes collected in 1942 and 1943.

■ Marion County prison farm will see that farming operations are cut to a minimum. The county commission has decided upon that policy because of lack of labor available to carry on farming operations.

■ John Chestnut, county commissioner, has announced that the county board of commissioners are making available \$400 for the building of sheds for the Farmers' Market at Clearwater.

■ Tom Roland of Newberry, a member of the Alachua County board of commissioners, has been appointed Red Cross War Fund chairman for 1945.

■ Bay County commissioners have agreed to provide rights-of-way on the north shore for a new bridge across North Bay near Lynn Haven.

■ A garage owner near the Sulphur Springs Tourist Club has been ordered by the Hillsborough County board of commissioners to either remove a pile of auto parts from a nearby road or build a 6-foot fence around it.

■ Weight limits for all roads and bridges in Hillsborough County will be established if plans are decided upon by the county commission.

■ Dade County commission, in order to facilitate OPA action on applications from farmers in that county for gasoline rations and for lumber, have employed C. J. Caves for four months to assist the OPA in making interviews.

■ The circuit courtroom acoustics in the Palm Beach County courthouse are to be improved. The county commission has accepted a bid for the work to be done immediately.

■ Dr. K. K. Waering, director of the Duval County health unit since October 1938, has submitted his resignation, members of the Duval County commission have been informed.

■ Palm Beach County commissioners have gone on record against any plan of county-wide zoning. The movement was instituted several months ago by the Lions Club of that county.

■ James Oxford of Mayo, has been employed as county agent for Brevard

(Continued on page 49)

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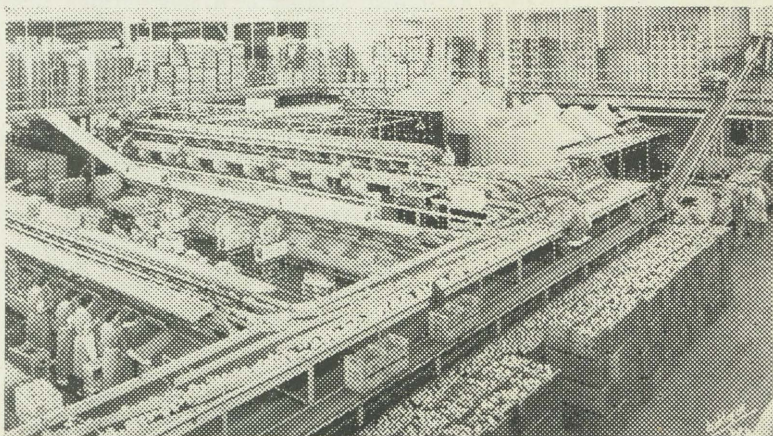
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IT HAPPENED IN FLORIDA . . .

STAFF SGT. FRED L. James, 22, who reported at the AAF Redistribution Station at Miami Beach, recently learned that he was reported killed in an automobile accident and had been buried in Texas two years ago. A check on the story indicates that the man who died and was buried was actually his brother.

★ G. B. Mobley, 78, is sinking a shaft near the Green Cove Springs city office in search of more than \$4,000,000 in gold, which he believes was hidden by pirates at that spot. The city will get 10 percent of any gold he finds.

★ Aubrey Ott, Tallahassee business man, and Corporal Paul Jacobi, stationed at Dale Mabry Field, were found by a searching party assisted by two airplanes after being lost in the Ochlockonee River swamp for more than 18 hours.

★ Charles A. Gambert, stationed at Drew Field, was a first class private one day and a second lieutenant the next. Mrs. Gambert pinned on his bars after he was sworn in at a rare direct commissioning ceremony.

★ Tallahassee Lions Club was called on to provide housing for two camels and one donkey used in the Black Hills Passion Play presented there under club sponsorship.

★ A young woman, sworn into the WAC at Jacksonville as a medical technician in an army hospital, has only a single legal name, Monetsi. She was graduated in 1942 from Robert E. Lee high school and lives at Jacksonville Beach.

★ Mink skins, trapped in the Homosassa-Cedar Keys area and valued at \$500 were shipped by air express from the Tallahassee airport.

★ Mrs. A. H. McConnell of Kissimmee, is proudly showing friends a German parachute with a 25-ft. spread sent to her by her husband, a corporal in France.

★ While parents and neighbors searched for a 15-year-old boy believed lost on a hunting trip, police were holding him in Tampa city jail on suspicion of theft of a .22 rifle.

★ Fire in a Miami funeral home burned a body left there for preparation for burial.

★ A will written by hand in Spanish by a Briton and witnessed by a Chinese in Cuba was offered for probate in county judge's court in Miami by the widow of a native of Bombay, India.

★ On complaint of discourtesy made

by a sailor, a widowed mother of two sons in the South Pacific resigned from the Dade County rationing board.

★ Authorities have not established the source of a machine gun bullet, which struck and seriously injured a merchant seaman as he stood on the deck of a merchant ship off Tampa.

★ A Miami man is reported on the horns of a dilemma since two tires bought on the black market were stolen from him.

★ Billy Harrison, 14 of Orlando, caught a 12-pound black bass in Lake Sue.

★ Miami motorist was fined \$25 for leaping the gap of an open draw-bridge in his car.

★ Five Eng brothers are growing ingredients for chop suey, chow mein and egg foo yong on a 74-acre tract off Beaver street near Jacksonville city limits.

★ St. Petersburg patrolman J. L. Buck found and returned to Charles Lee Stewart a pocketbook containing \$3,699, which the retired railroad conductor had lost a few minutes earlier.

★ A Jacksonville negro was arrested for breaking into a home and taking a bath.

★ A Tampa minister solemnized a wedding ceremony in sign language for contracting parties, both of whom have been deaf since childhood.

★ A St. Petersburg automobile dealer let a soldier prospect try out a used car. Through oversight it was driven away from the garage bearing a '44 license tag. The soldier drove to Tampa, where he was picked up for having an improper license. The St. Petersburg business man had meantime gone on a hunting trip. On his return, he went to Tampa, where he was put in jail because he had a few dollars less than the \$150 bail bond required. At the next meeting of the St. Petersburg Lions Club, he was ribbed by being placed in a makeshift cage.

★ Among 102 men and women who became U. S. citizens at a naturalization hearing in Miami was a 64-year-old native of Belgium, formerly chief engineer of the German Kaiser's yacht, Nohab. He was wheeled into court on a stretcher. The Nohab came to Miami in 1925 and capsized and sank in the mouth of the river during the hurricane.

★ In Jacksonville, a staff sergeant just returned from a tour of duty in the Pacific lost his wallet, which contained, among other important things,

a letter giving the consent of his prospective bride's parents to their marriage.

★ Tampa firemen rushed to Armour & Company plant, where they discovered that the smoke which had summoned them consisted of an innocent cloud arising from the meat smokehouse.

★ Miami police are seeking the tricky thief who hands nickels to babies with one hand while he steals from their mothers with the other.

★ Tampa policeman apprehended an escaped juvenile, although they had no other description than that he looks like a youthful Joe E. Brown.

★ Pensacola father arrested for assault and malicious mischief explained in court that he had attacked those who had been selling wine and beer to his 12-year-old son.

★ St. Petersburg now uses radio communication between the water department on Mirror Lake, the pumping station at Washington terrace and the well field at Cosme.

★ West Palm Beach school children went ice skating, many of them for the first time in their lives, when 30,000 pounds of ice was spilled from a truck.

★ During a general free-for-all fight in a Miami store, a night club entertainer hurled a quart jar of sauerkraut, wounding a bus driver.

★ A Miami good samaritan had his gasoline ration book stolen by a man to whom he had given a ride.

★ Youngest merchant mariner to visit Miami was a Cuban messboy, 13, whose ship sprang a leak and sank 80 miles off that port. He said he had been going to sea since he was 10.

★ Persons at Camp Blanding thought they were seeing double when Pfc. Florence S. Williams appeared alternately in civilian clothes and in uniform. The mystery was explained at messtime when the WAC appeared with her twin sister, a civilian.

★ St. Petersburg has decided to keep its trade-mark—green benches, which were opposed by some citizens as "beneath the dignity of a community of this size."

★ Two sailors, who crashed a Jacksonville stork shower, bought presents for the prospective mother and declared that they had a fine time in the company of about 35 members of the fair sex.

★ A soldier held in Tampa for being absent without leave from California explained that it was the only way he had to stop payment of government allotment to his wife and thus punish her for running around.

★ At Ocala, a negro 104 years of age applied for an increase in his old age pension because he is afraid he will have to give up digging stumps.

(Continued on page 48)

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A Tendency To Mechanization of Road Building in China

By MO-CHIH LI

Professor of Highway Engineering and Highway Transport National Tsing Hua University and Director of Research, National Highway Administration, Ministry of Communications, China.

This address, read in committee at the forty-second annual convention of the American Road Builders' Association in Chicago, January 16-19, reveals the international aspect of post-war highway planning. Not only does it set forth the steps China had taken before the Sino-Japanese War, but it shows that the Chinese have a very definite idea of what must be done about their highways when the war is over.—Charles M. Upham, engineer-director, American Road Builders' Association.

THE MODERN road-building movement in China was started in 1921, when the nation's total highway mileage was only 736 miles. Since then, the figure has been rising at a fast and steady rate. Just prior to the beginning of the Sino-Japanese War in 1937, China had a total mileage of 68,043 miles opened to motor traffic. In an interval of 16 years, the rate of progress of road construction increased nearly one hundred times.

During the almost 8 years of war, in spite of all difficulties, China has been making every effort to develop her transportation and communication system. Although the work has been slow and difficult, the transportation and communication system has been steadily developed and improved. Had it not been for this war, the program of reconstruction and industrialization would have been much more expedited.

Motor transportation has played an important role in China's war-time transportation. In the vast Southwest and Northwest where there are very few railroads and navigable rivers, highways provide practically the only means of communication. Between the time of the cutting off of the French-Indo-China Railway in 1940 and the fall of Burma in 1942, China depended solely upon the Burma Road for her supplies from other countries.

The toughest road-building problem China has been facing since the outbreak of war is the

lack of modern machinery. Hand method is slow and costly, particularly at localities where the labor is scarce and the living cost is high. Large quantities of road-building equipment had been ordered from the United States for improvement of the Burma Road to meet the increasing traffic demands but unfortunately only a small part of the equipment did reach the destination and the rest was either lost on the way or diverted to other theaters.

China has been almost completely blockaded except by air since the closing of the Burma Road in the early part of 1942. It is expected that the new Ledo Road will eventually join the old Burma Road and this overland route will be opened to traffic in the near future. Modern road-building equipment will undoubtedly be needed to improve and maintain the road in a servicable condition.

Immediately after the war, China should be able, at least, to rehabilitate 75,000 miles of highways and 12,700 miles of railways. Post-war reconstruction and industrialization in China call for, first of all, a modern and efficient transportation and communication system, and highway transportation will undoubtedly play its important role.

The ultimate goal of land transportation would be 100,000 miles of railways and 1,000,000 miles of highways as originally planned by Dr. Sun Yat-Sen, the founder of the Chinese Republic. Although it will take many years to reach this goal, these figures represent only one-third of those in the United States and by no means fantastic, since China, on the other hand, is approximately one-third larger in area than the United States and has a population three and one-half times as large.

China has spent millions of dollars on the first stage of her highway development since 1921. A total amount of over ninety million dollars was appropriated by the government to various provinces

in the form of loans for the construction of a national highway system alone during the period between 1930 and 1939, and this figure comprised only 40 percent of the total cost of construction of those projects. The balance and the initial costs of grading and right-of-way were not included in the cost of construction and were raised by the province concerned. Many more millions of dollars will have to be spent in order to bring Chinese highways to a higher standard for economic operation of increasing traffic as well as to build more highways to meet post-war requirements.

For the purpose of a conservative estimate, it can be roughly stated that an average of 5,000 miles of new highways will be built annually for the first five years, in addition to improvement of many more miles of existing highways to higher standards. It is evident that improvements must be made on a large percentage of present highways, including relocation of excessive grades and curvature, widening of roadway, building of stronger bridges and culverts, elimination of ferries, improving of road surfaces, and other items. Better highways are just as necessary as more highways.

Pre-war statistics revealed the fact that in 1937, out of 68,000 miles opened to motor traffic, only 15,600 miles, or about 23 percent had been surfaced. Improvements made on highways during the war-time should raise the percentage of surfaced highways to about 40 percent. Furthermore most of the surfaces are of untreated macadam or gravel which tends to become dusty in dry weather and muddy in wet weather. Although it is an all-weather surface, the operating costs of commercial vehicles in particular are exceedingly high. Attempts will also be made to improve some of the comparatively densely traveled main highways to higher types of road surfaces. At the end of the first five-year post-war period, China should have a grand total of 100,000 miles of good highways.

Building of more and better highways calls for more road-

(Continued on page 66)

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Thar's Metal on Those Highways

CHARLES M. UPHAM
Engineer-Director, American Road
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IN THESE DAYS of aging and unreplaceable automobile tires, the menace of punctures grows daily. Tacks, nails, bits of wire and scraps of iron and steel on our highways threaten worn casings and tubes as never before. What can be done about it? The Minnesota Department of Highways is rounding up such tire saboteurs.

Before snow and frozen road surfaces halted operations this winter, the department's road magnet covered 550 miles of Minnesota highways and collected the amazing amount of 2,580 pounds of these metal tire threats. When we consider that this haul averaged 100 pieces to the pound, it will be seen that over a quarter of a million pieces which might have injured tires have thus been taken out of circulation and added to the Nation's scrap drive.

C. L. Motl, Minnesota's highway maintenance engineer tells us that this important highway service was given at a cost of approximately \$1.00 per mile, which covers all expenses involved in the operation including depreciation of equipment used. He explains that the electro-magnet bar is 8 feet long which required four passages over a 32-foot highway. On paved roads, the magnet treatment was applied only to the shoulders, since he points out that pavements and bituminous surfaces are relatively free of scrap metal. Cost of one passage per mile is estimated at 30 cents. The unit travels 10 miles per hour.

With some 51,000 miles of gravel roads in this country, the potential at 4.7 pounds per mile take would be 239,000 pounds of scrap metal, according to the engineer's figures, and this amount is not to be sneezed at in this time of scrap shortages. Perhaps other States which do not have the barriers of ice and snow winter sets up in Minnesota will want to follow the Gopher State's example at an early date. Certainly the idea is worth careful consideration.

The Minnesota highway department decided to operate a road magnet soon after the rubber and tire scarcity became evident in the early days of the war. The fact that no commercial unit could be purchased did not stop the highway engineers from putting their decision into effect. They bought the electro-magnet bar, electric generator and other parts, built their own machine and mounted it on a highway truck. Operations were begun late in

1944. The results speak for themselves, and we need not be reminded that when spring comes again in Minnesota, the trusty scrap collector will be back on the job.

But speaking of punctures, we might add that it is not always metal that causes the trouble. Some years ago, a large Middle Western tire service station kept a careful record of the odd things that damaged tires. The list contained some astonishing items. Included were the beaks and bones of fowls, wild and domestic, sharp stones, insects, glass of every description, nut shell, wood of all shapes and kinds and even pasteboard objects, not to mention bottle caps, razor blades, hair pins, nails, tacks, wires and one ferocious-looking railway spike picked up far from a railroad track. "It seems as though almost anything may cause a puncture on the highway if conditions are right," said the station manager in commenting on the almost unbelievable collection.

SWISS NAVY

Scratch off the ancient joke about the Swiss navy. There is a Swiss navy—but it consists of merchant ships, most useful ones, too—ten ships all told.

The Barcelona international convention of 1921 granted landlocked Switzerland the right to have her own ships on the high seas. War conditions which restricted or stopped her use of the ships of other nations, forced her to take advantage of her privilege.

Ten ships operate under the protection of all belligerents, follow a prescribed course and their positions are reported at stated intervals. Each ship prominently displays a big "Switzerland" on the starboard side and a Swiss coat-of-arms on the deck. At night the ships are completely illuminated.—Glades County Democrat.

SHIPS AND SPEECHES

We've heard speakers at dedication ceremonies who had the idea that the thing they were dedicating had been built expressly to give them an opportunity to speak. Not so Senator Joseph O'Mahoney of Wyoming. Before sending liberty ship No. 74 down the ways at the St. Johns yards yesterday, the senator commented, "I can think of nothing less important than a speech on an occasion such as this."

To our mind that is an eloquent tribute to the men and women who built the ship, and stamps the Wyoming senator with indubitable greatness, even though he did take up all of two minutes on the program.—Jacksonville Journal.

THE STATE AND THE CITIES

Governor-elect Millard Caldwell's warning to Florida municipalities that State subsidies will inevitably bring a measure of State control, is consistent with the attitude he has taken on behalf of the State with respect to the Federal government. A strong advocate of local self-government wherever possible, Mr. Caldwell finds himself in a double role, knowing as he does that the State cannot commit funds to local uses without stipulating many details as to the method of use.

On the question of just how much money the State will have available for such uses, Mr. Caldwell made a big contribution to clarity by pointing out that, although the State treasury's position is now a very favorable one, nearly all of its funds are earmarked for specific State purposes, and cannot be used for other purposes.

The net effect of the next governor's address was probably to strengthen the cities' resolve to solve as many of their own problems as they possibly can.—Jacksonville Journal.

CATALOG OF CASES

In the early days of Phoenix—about the turn of the century—an old-timer was elected justice of the peace. As was usual—he knew no law. When cases were brought before him, he had a fine-looking binder inside of which he had fastened a Sears-Robuck catalog and he would get out his volume with a great flourish, thumb over the pages, put his finger upon a given point and pronounce judgment.

He did so one day when he had a man up for trial. Thumbing over the pages, he put his finger on a point and said, "You are fined \$4.98." The man got up to expostulate.

"Sit down!" hoarsely whispered his lawyer, pulling at his coattail. "You're just plain lucky he turned to pants instead of pianos."—Moore Haven Democrat.

More fatal firearm accidents occur in November than in any other month of the year.

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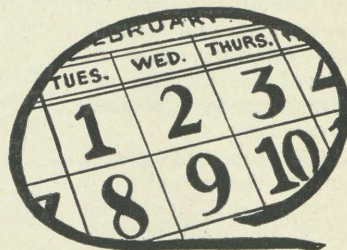
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Trucking Association News

FEDERAL WARTIME DEVELOPMENTS

WPB reported expansion of three additional tire plants as part of government's \$70,000,000 program to boost military tire output by 25 percent. Completely new factory will be set up at cost of \$5,000,000 at site of Kelley Springfield Tire Company, Houston, Texas. Other two expansions which provide additions only are at Lee Tire and Rubber Company, Conshocken, Pa., to cost \$600,000 and Lake Shore Tire and Rubber Company, Des Moines, to cost \$775,000.

OPA announced first increases in crude oil price ceilings to be granted because of high costs of production under an extension of stripper well premium payment plan.

As official government ban on conventions becomes effective, ODT Director Johnson said chances of any nonlocal meeting of more than 50 persons getting his approval are "extremely slim."

Number of changes were made in used passenger auto price regulation in amendment aimed to prevent abuse of "warranty" allowance granted dealers for reconditioning autos before selling. This allowance is 25 percent or \$100, whichever is greater, and OPA claims many sellers were using it as a bonus and did not make proper repairs.

Discussions at recent meeting of Motor Vehicle Producers Advisory Committee on Exports centered around programs for export of trucks to liberated areas and operating problems arising from restrictions on shipping trucks equipped with tires to various countries, FEA announced.

Regardless of outcome of European War, military demands for domestic transportation will be greater this year than in 1944.

Owners of passenger automobiles, trucks and buses will face, during 1945, the hardest period since the war began with 1,500,000 more passenger cars breaking down during the year; with gasoline and tire supplies remaining critically short; with a serious shortage of lead necessitating greater public conservation of batteries.

British, American and Dutch rubber experts foresee a possible world surplus of about 1,300,000 tons of rubber a year 3 or 4 years after liberation of East Indies and Malaya. This is precisely world capacity for producing synthetic rubber which they estimated for after the war. Report by the group which was issued by State Department, was fairly optimistic on possibilities of avoiding extensive competition that brought price of rubber down to three or four cents a pound in the past.

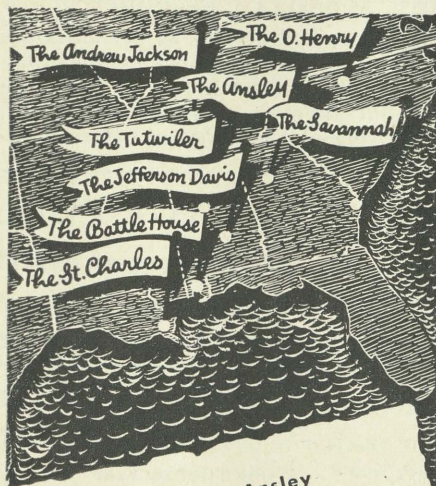
Chairman Davis of U. S. Rubber Company estimated it would take 5

years to restore natural rubber plantations to capacity production. In address before the Economic Club of Detroit he said output might reach 600,000 tons in first year after recapture of national rubber areas against one and one-half million tons annual world demand. He urged that synthetic facilities be retained not only to meet deficit in first post-war years but to continue as "insurance" against another severance of rubber supply lines.

OPA announced further cut in passenger tire quotas for February, reducing total available for motorists to 1,160,000 from 1,800,000 available in January.

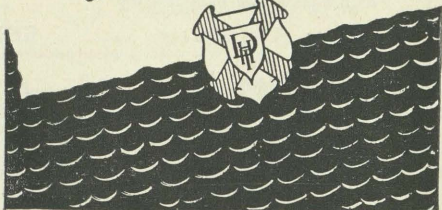
World's largest petroleum pipeline, the 1,475-mile "Little Big Inch" line, began its second year of operation January 26. Petroleum Administrator Ickes said that since line began operation it has pumped in excess of 65,000,000 barrels of refined petroleum products.

Gasoline sold in service stations throughout U. S. during summer of



ATLANTA The Ansley
BIRMINGHAM The Tutwiler
MONTGOMERY The Jefferson Davis
MOBILE The Battle House
NEW ORLEANS The St. Charles
NASHVILLE The Andrew Jackson
SAVANNAH The Savannah
GREENSBORO The O. Henry

Dinkler HOTELS
Carling Dinkler, President
Carling Dinkler, Jr., Vice-President
(In Service)



1944 had lower octane ratings than gasoline sold in summer of 1943, according to semi-annual survey of motor gasoline released January 27 by Bureau of Mines. Analysis of 894 service station samples representing products of approximately 90 companies in 21 marketing areas of the Nation disclosed that premium grade gasoline sold during the summer of 1944 had an average octane number of 75, regular grade gasoline an average of 71.1. 1943 summer survey showed an average of 79.1 for premium grade and 72 for regular grade.

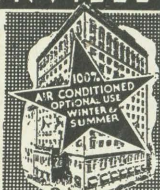
Seventy-five additional voluntary convention cancellations were announced by ODT. This is in addition to previous list of cancellations reported to

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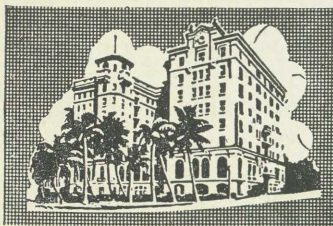


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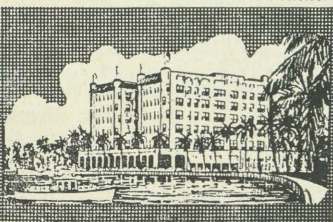
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300 Rooms with Baths and Showers
Open all the year. Outstanding hotel service and modern conveniences for discriminating guests.
GARAGE service.



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Open all the year. Radio and every modern convenience and service for summer and winter comfort.
GARAGE service.

* Reasonable Rates Posted in Every Room
ROBERT KLOEPPEL MANAGEMENT

ODT since issuance of Byrnes request for abandonment of non-war-connected gatherings.

Production of all types of tractors showed large increase during 1944 according to statistics of Bureau of Census, Department of Commerce. Production of wheel-type tractors which are type primarily used on farms, more than doubled from 1943 to 1944, increasing from 105,248 in 1943 to 247,376 in 1944.

TRAILER AUTHORIZATION REDUCED

The Automotive Division of the WPB has written letters to trailer manufacturers reducing their production authorizations for the first half of 1945. The reductions were applied to the general freight program and amounted to approximately 16 percent. In the case of very small authorizations, it was not possible to apply an exact percentage cut and so these authorizations were reduced to the nearest whole number approximately a 16 percent cut. Authorizations of three or less were not reduced.

At the present time, authorizations for the third quarter are going out to manufacturers. Fourth quarter authorizations will also be made within the next few days. There has been some delay and confusion in obtaining complete replies to the "search" letter which suggested the number of trailers of each type that could be authorized for each of the last two quarters. In some cases manufacturers did not specify whether or not they would accept the preferred allotment of each type and for each quarter, and it was accordingly necessary for the trailer branch to obtain complete information before a final distribution could be made.

MEET OUR NEW MEMBERS

Mr. Cortez, Wm. J. Burns Detective International Detective Agency, Barnett Building, Jacksonville.

Mr. Saul Rachelson, Berger & Rachelson, 102 N. 12th Street, Tampa.

Mr. Ted Kaufman, Norton Tire Co., Inc., 500 W. Flagler Ave., Tampa.

Mr. Chet Gardenhire, Gardenhire Tire Co., 44 W. Jefferson St., Orlando.

Union Transfer Co., 120 N. E. 20th Street, Miami.

Mr. Dave Crise, Dave Crise Oil Company, 26 N. E. 7th Street, Miami.

Mr. G. L. Dixon, Gulf Oil Corporation, Atlanta.

Mr. S. L. Moore, Gulf Oil Corporation, Jacksonville.

Mr. C. E. Mendez, Redwing Petroleum Carriers, Ltd., P. O. Box 426, Tampa.

Mr. R. E. Dodd, Dealer in Sand, Gravel & Concrete Products, 234 North Avenue, Lake Wales.

Mr. R. T. Henderson, Kieckhefer

Container Corporation, 1011 Twiggs Street, Tampa.

Mr. D. J. Elvery, Peoples Oil Co., Inc., P. O. Box 3048, Tampa 1.

Mr. Jerry Peer, Bruce Juices, Inc., P. O. Box 2271, Tampa 1.

RECIPROCITY

We are pleased to advise that our efforts to promote reciprocity between our State and Wisconsin have been rewarded. This agreement became effective January 1, 1944. Our first action in promoting this arrangement was instituted on October 14, 1942 and since that time we have developed quite a voluminous file. Our Motor Vehicle Commissioner has cooperated with us 100 percent and everytime we traced them they in turn traced Wisconsin officials. Signed copies of this agreement were returned to our Motor Vehicle Commissioner during the first part of January 1945. In the very near future we're going to reissue a revised reciprocity bulletin listing up-to-date information in this connection. In the meantime if you desire additional detailed information with regard to our agreement negotiated with Wisconsin please advise.

ODT APPROVAL REQUIRED

General Order ODT 48 prohibits the transfer or the acceptance of the transfer of a fluid food motor tank vehicle without the prior approval of the ODT. ODT approval is required before a ve-

hicle of this type may be dismantled, converted or remodeled or before such vehicle may be removed from the service in which it has been used on or before the effective date of the order. The order sets forth the procedure to be followed in making an application for approval of a transfer or sale or change in service of vehicles of this type. District managers and regional director are authorized to consider applications filed, and the procedure for appeal and review is prescribed in the order

UNEMPLOYMENT FIGURES

There is always some unemployment. Even in time of greater demand for labor, there are five million persons, who though physically able to work, are not employed. Some of these are so situated that they do not have to work, some have no desire to work, and others are so inefficient that no one cares to employ them. Thus when it is stated that there are six or seven million unemployed in this country, it means that there are only one or two million potential workers unemployed.—Titusville Star-Advocate.

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 PENNSYLVANIA TIRES

CITRUS, FLORIDA'S BIG

(Continued from page 13)

these pre-war centers have been ravished by invaders. But is is certain all of them, plus several new ones, will be back in the citrus business when peace returns once more to a war-torn world.

Because of this post-war competitive threat, plus the problem of huge new plantings, leaders of the Florida industry pin their hopes for the future on lower freight rates, development of truck transport that will broaden retail trade outlets and reduce transportation charges, as well as intensive exploitation of new products. Among the latter are citrus concentrate in powdered form and packaged in cellophane for individual consumer use, quick-frozen grapefruit sections and a number of citrus desserts.

Citrus canning also is destined for tremendous expansion after the war. This branch of the industry during the 1942-43 season absorbed 6,438,274 boxes of oranges and 17,584,024 boxes of grapefruit. That this volume eventually will be doubled and trebled is freely predicted by farsighted producers.

In the orange field, Florida's varieties are grouped into early, mid-season and late fruit. Under the early classification, principal types are Parson Browns and Hamlins. Midseason fruit includes seedlings, pineapples, Enterprise seedless and Jaffas. Late bearing orange trees produce the delectable Valencias, Lue Gim Gongs, kings, mandarins and kid glove oranges.

Florida grapefruit is divided into the early Duncans, midseason Florida commons and Walters and the late Marsh seedless. Most of the State's tangerines are of the Dancy variety, noted for fine flavor.

Lacking an official census, accurate statistics are not available as to the exact number of Floridians actively engaged in the citrus industry. Figures gleaned from co-operatives, packers, processors, and other groups, put the present total

at upwards of 160,000 with the aggregate including 25,000 growers, 50,000 grove workers, 50,000 fruit pickers 22,000 packinghouse employees and 12,000 canning plant workers. Figuring an average per capita income of \$1,500 per year, which is regarded as a conservative estimate, the income of this army of Floridians adds up to \$240,000,000 annually.

Against this outlay, Florida gets back in gross profits upwards of a half billion dollars from the products of its fertile citrus groves, putting the State's citrus business in the topmost bracket industrially as well as in the position of Florida's true economic index. It has been said that Florida prospers in

direct ratio to the fortunes of the citrus industry and this, in many respects, is true. Certainly, eras of hard times in this State have been coincident with days of sub-cellular prices on citrus whereas good times generally have found citrus growers, packers, processors, and their employees boasting bank accounts and liquidated mortgages.

Insofar as the new State administration is concerned, the industry is confident of the friendship and close cooperation of Governor Mil-lard F. Caldwell, who has pledged his regime to retaining for the industry its vital heritage of self-regulation, permitting it to solve its own problems through the assistance of government.

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500 Rooms—"One of Florida's Finest"

W. W. Harbeson, President-General Manager

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FARMERS SELL FOR CASH

(Continued from page 15)

getting them underway, and also provided supervision of sales.

In the beginning the control of each market remained in a local committee of prominent citizens who are primarily interested in its successful operation. Sales methods used are adapted to each community and vary according to local customs. The markets are operated on a nonprofit basis, but are self-sustaining.

The system was initiated by the opening of the Sanford market in 1935 and has since expanded to 28 markets, representing a total investment of some \$1,500,000.

The popularity of this system is indicated by the record which shows that one new market was established during each of the first 3 years. An average of four markets were built annually through 1942, with the greatest increases being made in the late 30's.

Our records show that community sales which started with \$513,625 in 1935 had reached \$1,703,673 by 1938, with nine markets in operation. In 1941, 21 markets sold a volume of \$11,169,456 of farm produce; and in 1944, with six additional markets operating, the volume had climbed to \$23,316,098.

Of the 10-year total sales amounting to \$83,532,947, fruits, vegetables and field crops account for \$65,041,000; live stock for \$13,924,000; tobacco for \$2,153,000, and poultry, creamery and "home" products for \$1,320,000. Some \$1,095,000 in out-of-State products also figure in the grand total.

Five of our markets sold more than a million dollars each of produce last year, the top being \$8,750,204. Six of them ranged from \$375,000 to \$700,000. And only five of them sold less than \$100,000 worth of commodities.

Income of the system from commissions, fees and rentals amounted to \$113,008 for 1943-44, being \$23,421 in excess of operating expenses.

In addition to providing a cash outlet to Florida farmers for their produce, these markets have an educational value which makes them well worth while. Producers

gathered at sales see for themselves the better prices paid for improved produce, be it vegetable or livestock. They naturally want the best prices they can obtain and consequently work to improve their products.

These State markets also tend to stabilize prices, giving the small grower an equal chance with the large grower and assuring all a fair return for their produce.

Our market managers and the home office are constantly alert for impending changes which will affect marketing conditions and keep growers and producers advised. They also have improved packaging, grading, and standards, and have kept Florida farmers in

step, if not a little ahead, of the agricultural times.

But best of all, they send our farmers home with the money from their sales jingling in their pockets—for it's cash on the barrel head and at prevailing prices for produce at State Farmers' Markets.

Congressmen Bob Sikes and J. Hardin Peterson contend that Nazi prisoners in Florida are being pampered. They point out that they are better fed than American civilians and that Nazi propaganda in camps flourishes.

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And

FLORIDA

Mrs. W. L. Andress, Pres.

W. D. Andress, Vice Pres.

DOTHAN, ALA.

FLORIDA CITRUS CANNERS

(Continued from page 19)

pith and even the seeds from the juicing apparatus is first sent through high speed grinders that reduce material formerly discarded as useless into a flaky substance, to which lime is added, forming a neutralizing calcium pectate. Every last remaining drop of juice is squeezed from the pulpy mass and the liquid is promptly piped to the molasses evaporators. Freed of juice and ready for the dryers, the press cake is tumbled over and over as it passes through gigantic, heated cylinders where all moisture is removed in three stages, from an original 71 percent to the final eight percent. Finished cattle feed, as it tumbles from the last drying cylinder, resembles coarse breakfast food.

There aren't any more departments in the Lake Wales plants because there isn't anything more that can be done to the thousands of boxes of fresh fruit we saw dumped on the first conveyor belt. Meat packers boast they use the entire pig except the squeal. The Florida canner cooperative plant uses the entire fruit, leaving nothing but the lingering aroma of oranges and grapefruit that perfumes the place from unloading platforms to warehouse.

What of the future? Will Florida's citrus processing industry go into a post-war tail spin? Definitely not, President Norman declares.

"On the contrary, the entire canning, juice and concentrate business is on the threshold of unprecedented expansion," the head of this multi-million dollar cooperative explained. "New processes have passed the laboratory stage that open new vistas almost beyond comprehension. Concentrate of tomorrow may be served in exclusive restaurants in a powder, packed in vacuum sealed cellophane. The consumer will need only to empty the powder in a glass of water, stir briskly and—

presto—orange or grapefruit juice with the same flavor and all the vitamins found in the juice just squeezed from fresh fruit. Housewives will be able to buy quick-frozen grapefruit sections ready for serving in delectable salads. In fact, there is no limit to what can and will be done by the canning industry."

Judging from what President Norman and his cooperative have accomplished at Lake Wales, you are bound to share his confidence.

STATE GUARANTEES

(Continued from page 21)

sponsible operator. It is around this act that the bureau is able to enforce compliance with the several other citrus laws.

The maturity standardization and color added acts deal chiefly with the inspection and certification of the quality of the fruit, both internal and external.

Inspection of the fruit and certification of same is made only at registered processing plants, packing houses and canning plants within the State, while it is being

prepared for fresh fruit shipments or for processing. It is required that each lot of fruit meet the requirements of State maturity laws and the grade standards adopted by the Florida Citrus Commission. All fruit processed for canning must be sound and mature. An inspector is maintained at each packinghouse and canning plant within the State during its operation, the larger houses requiring the services of two or three men.

The State certificates cover grade, maturity and color add requirements, regulations and other necessary information for tabulation at the Winter Haven office.

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Meal - Grits - Syrup

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FLORIDA

The certificates are issued in quadruplicate copies. The fourth copy is retained by the inspector, the third copy delivered to the shipper, the second copy is filed with the transportation company upon acceptance of shipment and it is this copy which bears the proper denomination of cancelled revenue stamps in payment of inspection fees and advertising assessments. The first, or original copy of the certificate, accompanied by a complete shipper's manifest, after clearing the typing office where a Federal-State certificate as to grade is typed, is delivered to the statistical department of the bureau for auditing.

From the certificate and manifest the following information is punched out for tabulation: Certificate number, inspector's number, date, shipper, county, district, how shipped, kind, grade and variety of fruit, type of container or bulk, sizes, whether or not color added, and various other detail information. Weekly tabulations of shipments by grade and size are furnished the Growers Administrative Committee in Lakeland for their use in administering the Federal Marketing Agreement under which the citrus industry is now operating.

The field service of the bureau operates through 15 districts subdivided into four regions. Each district is headed by a supervisor under whom each inspector works directly in carrying out the various duties he is assigned to perform, such as maintaining compliance with all commission regulations, inspecting and certifying fruit as to grade and maturity. The four regional men serve as assistants to both State and Federal representatives at Winter Haven in directing every phase of field work the bureau performs. It is through the district and regional men that the bureau maintains its direct contact with the field force and with shippers or processing operators. The field force of inspec-

tors varies in direct ratio to tonnage moving, numbering from 240 at peak of the season to 25 or 30 in August.

The Department of Agriculture maintains chemical laboratories at Winter Haven where processing materials such as color add dyes, waxes, oils, soaps, etc., used in processing citrus fruits are analyzed and authorization for use granted after it has been proven that they contain no foreign materials which may damage the fruit when used. The regular work in enforcement of the law prohibiting the use of arsenical sprays is handled through these laboratories. Additional work has been done in the laboratories for the past three seasons consisting of a project assigned to us by the Florida Citrus Commission's research department on internal qualities of citrus fruits.

At the bureau's headquarters in Winter Haven there is a tabulation

of wires received from each of the several districts giving a daily citrus shipping report. This report is released to the press at 10:00 a. m. each day and may be obtained by any operator by wire or telephone upon request. It covers the previous day's operation in total volume of shipments, fruit packed, unprocessed, and the estimated pickings by kinds of fruit.

The department operates eight road guard stations at strategic points on the highways leading out of Florida, throughout the ship-

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Phone H-3556

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ping season in order that all truck shipments of citrus fruits be intercepted for clearance papers. Truck passing reports are submitted to the Citrus Inspection Bureau's headquarters in Winter Haven daily and copies are sent to the Federal-State Market News Service, Lakeland, for use in listing interstate destinations.

The total operating costs of the bureau and services are paid by the citrus industry through inspection fees as set forth in the various laws, according to the services rendered in the inspection of fresh fruits or fruits for processing.

The work of the Citrus Inspection Bureau may be best summed up as a service to the citrus growers of the State which protects the industry on two vital points—(1) It requires all citrus fruit dealers to be bonded and licensed and to meet their commitments. (2) It makes certain that the fruit does not leave the State or is processed within the State unless and until it meets all requirements under the citrus laws and the Florida Citrus Commission regulations.

FLORIDA INSPECTION LAWS

(Continued from page 23)

ous industries coming under the entire roster of 22 regulatory laws enforced by the commissioner of agriculture.

In enforcing the gasoline law, for instance, the department operates traveling laboratories, each manned by two competent chemists and a sample taker, who collect and test in the portable laboratory samples of gasoline from every one of the 7,363 gasoline retail outlets within the State of Florida at regular intervals through the year. On top of this, our trained field men inspect and check for accuracy the 10,366 gasoline pumps from which the public buys its

motor fuel. Pumps found out of adjustment are either corrected on the spot or the operator is given a reasonable time to make them accurate.

It will be noted that the public is protected in three vital ways by our regulatory laws:

1. Through the registration and licensing required under most of these laws of manufacturers, distributors, and dealers. Commercial fertilizer, for instance, must be registered and must set forth the percentage of major plant foods, together with a list of ingredients in the mixture. This registration obligates the registrant to show on the tag attached to each bag of his product exactly the same facts about it which are filed as part of the registration. If the sample of this product, tested by the State chemist, is found to fall below the guarantee, the party who filed the registration is immediately held accountable under the law.

2. Through inspection at point of production, storage, and sale. This inspection embraces the factors of sanitation, correct labeling and accurate weight.

3. Through the sampling at point of manufacture or sale, and through laboratory test of the sample by the State chemist at the central laboratories in Tallahassee. This test includes the use by trained men and women of approved laboratory methods, precision instruments, and compari-

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son with standards and definitions fixed by law. Happily for the consumer, some of our laws recognize the strength of this factual, truth-telling investigation by making a State chemist's report prima facie evidence in Florida courts.

Those who offend against the law are thus confronted with more than casual human testimony. They are held responsible by the dispassionate, deliberate and impartial findings of science itself. Men's eyes, ears, and other senses may often deceive them and throw doubt upon their testimony. Test tubes, microscopes, and other precision equipment in a modern laboratory operated by trained and ethical analysts produce as nearly infallible evidence as mere men can develop. It is this verdict of science which gives character and probity to Florida's inspection laws.

The general inspection laws of Florida are under the supervision of Commissioner of Agriculture Nathan Mayo. The subdivisions within his department with the heads of each unit and the laws enforced by each are as follows:

Inspection Bureau, Tallahassee—Phil S. Taylor, supervising inspector: This bureau records the registrations, permits, and licenses under the following laws:

Egg and poultry, commercial feed, commercial fertilizer, insecticide and fungicide, gasoline inspection, and seed.

It also directs the field work of the various inspectors who operate over the State in examination of wholesale and retail stocks, and in the collection of samples of the various commodities analyzed by the State chemist under authority of these several laws; the testing of pumps at retail outlets and the sampling of gasoline and kerosene at retail and wholesale outlets. The work of sampling includes the drawing of samples at the large terminal storage tanks at Florida ports where millions of gallons of motor fuel and kerosene

enter Florida by tanker and barge.

The field inspectors do inspection work in food stores and warehouses and exercise authority over food packages as to labeling, short-weight, and spoilage apparent upon casual examination, as well as foods sold in bulk. An additional duty of these field men is to make seizures of illegal commodities found by laboratory test, or by visual examination, to be unfit for human consumption, animal consumption or below standards fixed by the statutes governing them.

Milk Inspection Division, Gainesville—John M. Scott, chief inspector: This division is charged with the duty of making inspections of dairies, milk plants, importations of milk, ice cream plants, and general sanitary work in reference to milk, milk products, ice cream and other frozen desserts. Dairy barns and grounds are subject to careful scrutiny, and conditions which do not meet sanitary standards are required to be corrected. Fluid milk imported into Florida is subject to examination and the source from which it originates must be approved from the standpoint of the health of the herds and the sanitation of the plants which handled it for shipment. Adulterations in ice cream and other frozen milk products are detected and kept under control. Fluid milk is subjected to tests to determine

bacteria content. Butter and cheese are subject to laboratory examination as are powdered and condensed milks.

Auditing Division, Tallahassee—G. C. Tharpe, auditor: It is the function of Mr. Tharpe to audit all expense accounts, bills and statements of indebtedness, to receive and properly account for all funds collectible by the department, and to make requisitions upon the State comptroller for issuance of warrants for all salaries and other claims against department funds. In addition, the auditor supervises the issuance of permits required under the licensing and bonding act which is applicable to all who purchase farm products directly from the producer. Another responsibility is the purchase and sale of millions of official tags and

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labels and stamps required under the Florida commercial feed, fertilizer, and egg laws, and the issuance of seed inspection stamps required on certain types of seed.

Oil Division, Tallahassee—Nalls Berryman, assistant State chemist and chief oil analyst: It is the responsibility of Mr. Berryman to examine all applications for registration of gasoline, kerosene, and signal oil. He also recommends the promulgation of new standards, specifications and regulations governing petroleum products and gasoline and kerosene measuring devices. He is in direct control of the oil laboratory operating in Tallahassee to which are sent from filling stations, storage plants and terminal tanks throughout the State samples of gasoline, kerosene, and similar products for laboratory tests. In addition, he supervises the laboratory work being conducted on the various traveling units which analyze samples drawn at all retail gasoline stations. Another responsibility is the direction of two field units set up under the recent law which requires calibration of wholesale transport trucks delivering gasoline and kerosene to retail outlets.

The Chemical Division: In the enforcement of the many regulatory laws that the commissioner of agriculture is called upon to enforce, the chemical division, under J. J. Taylor, State chemist, has an active and conspicuous part to play. All the samples, except petroleum products, taken up by inspectors of the inspection bureau requiring analysis are sent to the State chemist to be tested. These include fertilizer samples, of mixed fertilizers and materials; stock feed samples, of mixed feeds and materials; samples of insecticides, seeds, foods, and drugs. Trained and experienced analysts in each respective field are in charge of laboratories for the analysis of these various products. When analyses are completed, they are reported to the commissioner of agriculture with a statement of conclusions as to whether the products are legal or illegal.

In addition to doing all of the analytical work incident to the enforcement of the various regulatory

laws, the State chemist is charged with the direction of certain specialized inspections requiring field testing of a chemical nature and inspectors with special training such as drug inspectors; sanitary inspection of food manufacturing plants, requiring specialized training such as bakeries, canning plants, cold storage and freezer-locker plants; and testing fruit and vegetable crops for excessive spray residues.

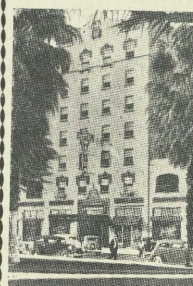
This division also is charged with approving all registrations of feeds, fertilizers, insecticides, etc., which are submitted to the inspection bureau before they are accepted for registration.

The Citrus Inspection Bureau: The Citrus Inspection Bureau of the Department of Agriculture at Winter Haven, under the direction of George E. Copeland, supervising inspector, is charged with enforcement of the various citrus laws having to do with the inspection, testing, grading, canning, and marketing of Florida's citrus crop. This bureau is operated in cooperation with the Federal-State Marketing Service and Federal grade certifi-

cates as well as maturity certificates are issued by the inspectors of the bureau. This is a highly specialized inspection service requiring some 250 inspectors at the peak of the shipping season, all of whom must be carefully trained and must be experienced in grade and maturity inspection. Special training is given these inspectors by Mr. George E. Copeland, supervising inspector and Mr. H. M. Riley, Federal supervisor in charge

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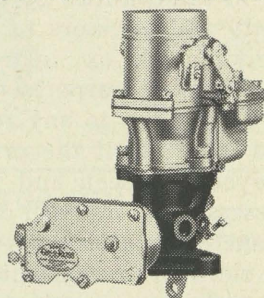
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Florida

To seek clarification of the law regarding the time when taxes become liens on tangible and intangible personal property.

Amend the present law providing for the consolidation of all school districts so that each county should be one school district.

To require tax assessors to turn over the annual tax roll at a date earlier than the existing one, October 31, so as to permit the collectors more time in which to mail bills to taxpayers before the beginning of the annual collection of taxes November 1.

To insure the complete and correct assessment of real estate for taxation in the counties by requiring county tax assessors to examine every deed or instrument which conveys or purports to convey the title in fee to any real estate, and ascertain if the property so conveyed has been and is correctly assessed before such deed or instrument is recorded; prohibiting the clerk of the circuit court from recording any such deed or instrument unless the same shall have been first countersigned by the tax assessor.

Anthony Schleman of Hillsborough, serving his second consecutive term, and a strong advocate of consolidation of city and county government, was elected president of the collectors' association. He succeeds Clyde H. Simpson of Duval.

Orris Nobles of St. Lucie, who was second vice president, was advanced to first vice president, while Stetson O. Sproul of Palm Beach, secretary and treasurer for several years, was elected second vice president. Andre Vostre, chief clerk in Schleman's office was elected secretary and treasurer.

The collectors' 1945 steering committee, selected with other committees at the conference is composed of H. Earnest Overstreet, Dade; Steve Middleton, St. Johns, Randolph Wells, Putnam; Orris Nobles, St. Lucie; R. M. Miller, Hendry; J. C. Jenkins, Seminole; W. K. Collins, Leon; Stetson O. Sproul, Palm Beach; Clyde H. Simpson, Duval.

Legislative committee: Overstreet of Dade, chairman; Boyce

A. Williams, formerly of Lake County; Miller of Hendry; Nobles of St. Lucie; Simpson of Duval; Collins of Leon.

Executive committee: J. R. Jones, Escambia and A. J. Appleburg, Bay, alternate; O. C. Melvin, Franklin and J. B. Roberts, Lee, alternate; R. J. Taylor, Jefferson and W. H. Bethea, Taylor, alternate; R. T. Taylor, Union and H. H. Hair, Suwannee, alternate; L. A. Klarer, Nassau and C. L. Saunders, Clay, alternate; H. G. Batchelor, Volusia and Grady Potter, Sumter, alternate; Mrs. Cor-

nelia Paul, Volusia and J. F. Mercer, Flagler, alternate; Carl Jackson, Orange and Miss Pearl Cullen, Lake, alternate; Jay Star-

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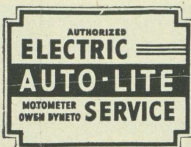
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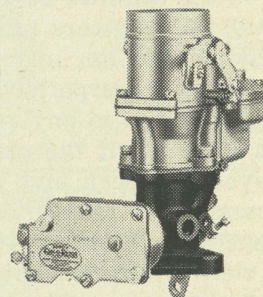
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Winter Park

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Florida

COUNTY ACTIVITIES

(Continued from page 29)

County as the result of action taken by the board of county commissioners. He succeeds Thomas L. Cain of Cocoa, who resigned three months ago.

■ Palm Beach County commissioners have adopted a resolution endorsing construction of Road 199 from the Del-ray Beach road to State Road 25. The commissioners want the road department to give immediate attention to the project before the next farming season.

■ Pinellas County Attorney John Blocker has ruled that the city and not the county will get the lion's share in the proceeds of a sale of some 6,500 delinquent properties now held by the county pending disposal to the public under State tax laws of 1941 and 1943.

■ Suwannee County commissioners, after ordering the county road camp closed in January, at their February meeting decided to reopen the camp. At the same meeting all county legal advertising was awarded to the Suwannee Democrat for the current year.

■ The Pinellas County farm hospital during the month of January showed a profit in tax operations according to a report received by the board of county commissioners. Despite added costs involved in the clearing of ten acres of new farm land, it was possible to show a surplus after meeting all expenses.

FOURTH ESTATE

(Continued from page 27)

quately with all the questions that arise in connection with petroleum production and it now appears the State will be ready, profiting by the codes, policies and experience of other States.

The leasing of lake and coastal bottoms has been extensive but it is still possible for the State to benefit more largely from the resource and the governor has demanded that in the transfer of leases from the Arnold Company to the Texas Company it be stipulated that in the event of default on the part of the assignee the oil rights should revert to the State.

We think this is a proper demand, for there is every evidence that the State could profit more substantially from this resource, especially as we have just learned that in south Alabama, a field likewise undeveloped, big companies are paying as high as five dollars an acre for leaseholds.

Florida made too much haste in granting leases, but hasn't gained anything by that haste, for as yet there is no drilling of moment except by the Humble Company and no assurance of early drilling by any lessee of State lands.

We urged 2 years ago that the drilling contracts should be so drawn as to require early activity, instead of

the present contracts under which lessees might dilly-dally for 10 years without making a serious effort.

There is wide interest in exploring Florida's oil possibilities, but the State has not taken full advantage of the bidding for the right to drill, nor made sure of prompt attempts to bring in oil, an error it looks as if Gov. Caldwell means to correct as far as it is within his power.—Orlando Sentinel.

The Governor's Work or Fight Order

EVERYONE EXCEPT those who desire to loaf whenever possible will approve Gov. Caldwell's work or fight order.

There is entirely too much loitering around beer joints, pool rooms and other places which cater to the idle.

Idleness is a fertile field for trouble. Remaining away from work not only upsets industry but makes the idler vulnerable to danger.

Gov. Caldwell's order is a full week's work or fight for every able-bodied person.

It is hoped the governor's order sticks. City ordinances designed to stop habitual absenteeism have been upset under law contest. In most cases the offender showed where he had a job but was not working at that par-

ticular time and thus could not be classed as a vagrant. Perhaps the governor's regulation is different and enforceable.

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When labor is as short as it is, and so badly needed, no one should waste his time just because he has sufficient money to tide him over a day or two. His idleness disrupts the concern for which he works. That in turn, somewhere down the line, interferes with the country's war effort and that should not be permitted.—Orlando Reporter-Star.

Against Legal Gambling

GOVERNOR CALDWELL, in response to a proposal made by a taxpayers' organization in Dade County, turned thumbs down yesterday on the idea of legalizing general gambling in Florida.

Willingly admitting that licensed gambling would be considerably easier to control than the present "underground" variety, and that there might be some gain for the State in the form of revenues, Governor Caldwell still maintained that the net effect of legalization would be a loss "in other and more important values."

In short, while recognizing that gambling in its present form represents a not altogether healthy condition, the governor holds that the particular remedy proposed is worse than the disease.—DeLand Sun-News.



C. H. COULTER

C. H. Coulter will succeed H. J. Malsberger as Florida State Forester and Park executive on March 1. Basil E. Kenney, president of the Florida Board of Forestry and Parks, announced that Malsberger has tendered his resignation to become manager of the Southern Pulpwood Conservation Association with headquarters in Atlanta, Ga.

Malsberger, a graduate of the Penn State Forestry School has served with the Florida Forest and Park Service

since July 1928, and has directed the service since July 1940.

Coulter, a graduate of the forestry school at the University of Michigan has been with the Florida service for more than 15 years. He has been associated with its applied forestry program during the entire period and has served as assistant State forester for more than 10 years.

Coulter will be Florida's third State forester. Harry Lee Baker served from the beginning of the State's service until July 1940. He was succeeded by Malsberger who has directed the State work since then. In both instances, Florida's board has designated the next oldest man in point of service to succeed the retiring chief. The board is comprised at this time of Basil E. Kenney, president of Port St. Joe; A. B. Edwards, vice president, Sarasota; Mrs. Linwood Jeffreys, secretary, Jacksonville; Jack W. Simmons of Tallahassee.

State Budget

WITH REVENUE from race tracks abolished by the closing of horse and dog tracks by Mr. Byrnes, Florida's Governor Millard Caldwell is faced with the necessity of raising money from other sources to meet the increasing amount of the State budget.

In his first monthly radio report Monday evening to the people of the State, the governor warned that the State budget must be increased if

Florida is to maintain its current high standard of government, because operational costs have been increased by the war.

Governor Caldwell isn't given to making unconsidered statements. What he has to say is well worth serious study.—Jacksonville Journal.

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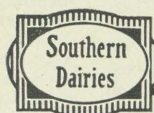
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Transactions of Meeting of Florida State Road Department

HELD AT ORLANDO JANUARY 29, 1945

The State Road Department of Florida held a meeting at Orlando on the 29th day of January, with all Members and the following officials and employees in attendance:

F. E. Bayless, Chairman; Courtney W. Campbell, S. Kendrick Guernsey, Herman B. Fultz, Robert T. Carleton, Members; L. A. Fraleigh, Jr., Assistant Secretary; J. H. Dowling, State Highway Engineer; L. K. Cannon, Assistant Highway Engineer; N. L. Bryan, Federal Aid Engineer; J. W. Allen, John R. Slade, H. H. McCallum, N. S. Emery, Division Engineers; E. C. DeGarmo, Temporary Acting Division Engineer; Thos. M. Shackleford, Attorney; R. J. Waterston, Auditor; W. M. Wainwright.

Mr. J. Robert McClure was not able to attend on account of illness and in his absence his duties were assumed by the Assistant Secretary, Mr. L. A. Fraleigh, Jr.

APPROVAL OF MINUTES

On motion of Mr. Guernsey, seconded by Mr. Campbell, the minutes of the meeting held on January 8 were approved; and on motion of Mr. Fultz, seconded by Mr. Guernsey, the minutes of the meeting held by the former Board on December 28, were approved as read.

APPROVAL OF CONTRACTS AWARDED

On motion of Mr. Guernsey, seconded by Mr. Campbell, the following resolution was adopted:

WHEREAS, pursuant to due advertisement, the Department did on December 12 receive bids for the construction of Project DA-NR 9-A(1), Road 553, Duval County, and did on January 16 receive bids for the construction of Section 7803-901, Road 140 St. Johns County; and

WHEREAS, R. T. Gordon, and Okeechobee Construction Company, respectively, were and are hereby declared to be the lowest responsible bidders therefor.

NOW, THEREFORE, BE IT RESOLVED, that the action of the Chairman in awarding the above contracts to the low bidders, at and for the respective sums of \$84,331.13, and \$29,844.00, be and the same is hereby approved.

APPROVAL OF SUPPLEMENTAL AGREEMENTS

On motion of Mr. Carleton, seconded by Mr. Campbell, the following Supplemental Agreements were approved:

Job 3201-104, Rd. 2, Hamilton, R. T. Gordon, \$740.25 Net Decrease.

Jobs 7217-105 & 7217-106, Rd. 139, Duval, Duval Eng. & Cont. Co., \$3,308.79 Net Decrease.

Job 3807-103, Rd. 69, Taylor, Wainer Const. Co., \$1,620.90 Net Decrease.

Job 2602-104, Road 2-A, Alachua, Marion Cont. Co., \$571.69 Net Increase

Proj. DA-NI 12(1), Acc. Rd. 10, Bay, C. C. Moore Const. Co., \$81.60 Net Increase.

Job. 2602-103, Rd. 2, Alachua, Duval Eng. & Cont. Co., 0.00 No change.

HILLSBOROUGH COUNTY—ROAD 17—SECTION 1015—RIGHT OF WAY

On motion of Mr. Campbell, seconded by Mr. Fultz, the following resolution was adopted:

WHEREAS, pursuant to due authorization, the State Highway Engineer has had a portion of State Road No. 17, in Hillsborough County, located and surveyed and has designated the same as Section 1015, and has prepared a map showing location and survey of that part of said Section from Pinellas County line to junction of said Section with Memorial Highway, a distance of 4.855 miles;

NOW, THEREFORE, BE IT RESOLVED by the State Road Department, that it hereby approves the location and survey of said part of said section and directs that a copy of said map of such location and survey

certified to by the Secretary and the Chairman of the Department be filed in the office of the Clerk of the Circuit Court of said County;

BE IT FURTHER RESOLVED that it is the judgment of the Department that the construction of said part of said section is necessary, practical and to the best interest of the State, and that it is necessary that the right of way for the roadbed, ditches and borrow pits for said part of said section be acquired;

BE IT FURTHER RESOLVED by the Department that said County be, and it is hereby authorized and requested, at its own expense, in its name, by its Commissioners, to secure by gift, purchase or condemnation, the lands necessary for the right of way for the roadbed for said part of said section, together with any and all easements for drainage ditches and borrow pits that may hereafter be found and determined necessary in the construction and maintenance of said part of said section, and to convey the same to the State of Florida, free of encumbrance; and

BE IT FURTHER RESOLVED that in the event the County agrees to secure the right of way for the roadbed, ditches and borrow pits for said part of said section, that the Chairman and the Secretary of the Department are hereby authorized to execute for the Department the usual right of way contract with the County.

ORANGE COUNTY—ROAD 22—SECTION 7506—RIGHT OF WAY

On motion of Mr. Carleton, seconded by Mr. Guernsey, the following resolution was adopted:

WHEREAS, pursuant to due authorization, the State Highway Engineer has had a portion of State Road No. 22, in Orange County, located and surveyed and has designated the same as Section 7506, and has prepared a map showing location and survey of that part of said section between Mill Street in the City of Orlando, in said County, and junction of said Road No. 22 with State Road No. 411, a distance of 7.576 miles;

NOW, THEREFORE, BE IT RESOLVED by the State Road Department, that it hereby approves the location and survey of said part of said Section and directs that a copy of said map of such location and survey certified to by the Secretary and the Chairman of the Department be filed in the office of the Clerk of the Circuit Court of said County;

BE IT FURTHER RESOLVED that it is the judgment of the Department that the construction of said part of said Section is necessary, practical and to the best interest of the State, and that it is necessary that the right of way for the roadbed, ditches and borrow pits for said part of said section be acquired;

BE IT FURTHER RESOLVED by the Department that said County be, and it is hereby authorized and requested, at its own expense, in its name, by its Commissioners, to secure by gift, purchase or condemnation, the lands necessary for the right of way for the roadbed for said part of said section, together with any and all easements for drainage ditches and borrow pits that may hereafter be found and determined necessary in the construction and maintenance of said part of said section, and to convey the same to the State of Florida, free of encumbrance; and

BE IT FURTHER RESOLVED that in the event the County agrees to secure the right of way for the roadbed, ditches and borrow pits for said part of said Section, that the Chairman and the Secretary of the Department are hereby authorized to execute

for the Department the usual right of way contract with the County.

APPROVAL OF MEMBERS EXPENSE ACCOUNTS

On motion of Mr. Campbell, seconded by Mr. Guernsey, the following expense accounts of the Members were approved and ordered paid:

F. E. Bayless, Jan. 12 to Jan. 20	\$80.00
J. F. Townsend, Nov 19 to Nov. 22	24.20
J. F. Townsend, Dec. 7 to Dec. 29	26.15
J. R. Stockton, Dec. 27 to Dec. 28	23.69
O. G. Lindsey, Dec. 6 to Dec. 31	41.73
C. Fred Ward, Dec. 1 to Dec. 29	45.00

DELEGATION FROM ORLANDO AND ORANGE COUNTY

Mr. Lloyd Gahr, President, and Mr. Andy Slaughter, Secretary of the Orlando Chamber of Commerce, Mayor Beardall, Mr. Sam Way, Mr. C. L. Stanfield, Mr. Sadler, and Representative Tyn Cobb appeared as a delegation in the interest of the cross-State highway.

Mr. Slaughter filed briefs showing this highway as serving 320,000 people, with 150 citrus packing houses along the route and a number of industrial and commercial institutions depending upon it, and asked that the entire route be determined as a Secondary Federal Aid Highway. Mayor Beardall pointed out the good highway running north and south but the lack of one running east and west in this section, and Representative Cobb said that it is almost impossible to drive from Orlando to Brooksville. Mr. Gahr designated such a highway as the "biggest thing that could happen to the State of Florida." Mr. Stanfield and Mr. Sadler, from the western part of the county, concurred in the above statements. Mr. Stanfield stated Road 22 to be in deplorable condition, with the curbing as much as four inches in places above the brick of the pavement, thus causing many accidents. He asked for a survey, and for the curbing to be made safe or to be taken out. He said the citrus growers and packers are 100 percent behind this request.

ROADSIDE PARKS

On motion of Mr. Guernsey, seconded by Mr. Campbell, the following resolution was adopted:

BE IT RESOLVED that this Department recommend to the Florida Forest and Park Service and to all Boards of County Commissioners that they give consideration as early as practicable to the construction of roadside parks at strategic spots, and that the Department pledge to them its full cooperation insofar as its authority will permit it to go.

PHOTOGRAPHS OF THE GOVERNOR IN DIVISION OFFICES

On motion of Mr. Fultz, seconded by Mr. Campbell, it was agreed that a picture of Governor Caldwell, of a size not less than 15 by 18 inches, plus a border of three or four inches, in proper frame, be provided for hanging in each of the Division Headquarters buildings.

CHANGES IN ENGINEERING PERSONNEL SIGNATURE OF THE FEDERAL AID ENGINEER ON CERTAIN PAPERS

On motion of Mr. Fultz, seconded by Mr. Carleton, the Board unanimously adopted the following resolution; authorizing certain changes in engineering personnel, effective February 1, 1945, and the signature of Charles Hopkins on Federal Aid papers:

BE IT RESOLVED, that Norman L. Bryan, Jr., the present Federal Aid Engineer, be transferred to the Fifth Division, to succeed P. L. Hoskins, deceased, as Division Engineer; that Charles Hopkins, the Division Engineer of Plans and Surveys, become the Federal Aid Engineer to succeed Mr. Bryan;

that C. P. Datson return to his former position of Division Engineer of Plans and Surveys which he held prior to his entering the services of the United States Army, to fill the place made vacant by the transfer of Mr. Hopkins.

BE IT FURTHER RESOLVED that Charles Hopkins as Federal Aid Engineer be and he is here by authorized to execute and sign on behalf of this Department all vouchers in connection with Federal Aid work and to handle the same for the Department with the United States Public Roads Administration.

APPROVAL OF BOARD MEMBERS ON FORM 532

On motion of Mr. Fultz, seconded by Mr. Campbell, it was agreed that, effective February 1, 1945, the approval of the respective Board Member will be required on Form 532 which is used in the office to authorize increases in salaries and the employment of new personnel, only when the salary to be paid will equal or exceed the sum of \$200.00 per month.

ASSISTANT SECRETARY TO BOARD

On motion of Mr. Guernsey, seconded by Mr. Campbell, the position and title of Assistant Secretary as shown in the Personnel and Salary Classification as adopted by this Department on January 19, 1942 and revised on March 22, 1943, shall be cleared of any limitation, in line with other administrative positions.

ASSISTANT AUDITOR

On motion of Mr. Campbell, seconded by Mr. Guernsey, it was agreed that Mr. W. M. Wainwright be employed as Assistant Auditor, effective February 1.

REPAIRS TO PALM BEACH COUNTY DRAGLINE

It was agreed by the Members that the Department could not pay for the repairs to the Palm Beach County dragline used by the Department in the construction of the Overseas Highway. This action was taken after careful consideration of all facts presented, including the fact that the Federal Government has refused to participate in the cost of the repairs.

AGREEMENT WITH MARION COUNTY REGARDING PRISONERS

Mr. Dowling explained to the Board the request from Marion County that the Department release its prison camp in that county for use in the housing of prisoners of war engaged in agricultural and lime rock industries in that vicinity. The Board declined to surrender the State camp at Ocala, but agreed to take the county prisoners in with the State prisoners at this camp and use them for road maintenance, with the understanding that Marion County will pay the discharge fee of the county prisoners, which arrangement would free the county prison quarters for use by the prisoners of war. The Chairman and State Highway Engineer were authorized to work out these arrangements with Marion County.

PAYMENT OF FIELD EMPLOYEES

On motion of Mr. Fultz, seconded by Mr. Campbell, it was agreed that, effective immediately, all field employees other than engineering personnel shall be paid on a semi-monthly basis.

DEDUCTION FROM GASOLINE LICENSE FUND

On motion of Mr. Fultz, seconded by Mr. Guernsey, the following resolution was adopted:

WHEREAS, pursuant to provisions of Chapter 20890, Laws of Florida 1941, now being Section 215.19 to Section 215.25 both inclusive, Florida Statutes of 1941, 3 percent of the monies or funds appropriated or allocated to the State Road Department of Florida periodically have been and are deducted

by the Comptroller of the State of Florida and paid into the General Revenue Fund; and

WHEREAS, it is provided by said Statute that should the Governor determine that the payment of such monies into the General Revenue Fund should cause any State Fund to lose Federal assistance, the Governor shall certify to the Comptroller and State Treasurer that said State Fund is for that reason exempt from the force and effect of said law, and further as provided that if the Governor should determine by reason of such payments already made into the General Revenue Fund by any fund under this Law that such fund is subject to the loss of Federal assistance, then the Governor shall certify to the Comptroller and to the State Treasurer that such fund is exempt from the provisions of this law, and there shall be refunded and paid over to such State fund any amount or amounts previously paid into the General Revenue Fund by such State fund; and

WHEREAS, it is provided by Section 12 of the Hayden-Cartwright Act that any diversion of State motor vehicle registration fees, licenses, gasoline taxes and other special taxes on motor-vehicle owners and operators from the construction, improvement and maintenance of highways shall cause the State to lose a portion of Federal Aid for highway construction; and

WHEREAS, for some time prior to the enactment by the Congress of the United States of the "Federal-Aid Highway Act of 1944" there had been no new or additional appropriation for Federal Aid to the States for the construction of highways, therefore there has been no occasion for the ques-

tion to be raised as to whether or not payment of three percent of the funds of the State Road Department into the General Revenue Fund as aforesaid constitutes a diversion of funds under the aforesaid provision of the Hayden-Cartwright Act, but now, with new or additional Federal funds being or about to be appropriated to the several States for highway construction, said question may be raised and have to be considered and answered at any time.

NOW, THEREFORE, the State Road Department of Florida respectfully asks that the Governor of Florida consider the question of the aforesaid deduction, of three

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percent from the funds of the State Road Department and the payment thereof into the General Revenue Fund as aforesaid with a view to determining whether or not the State funds of this Department should be exempt from the Law providing for such deduction.

RAILROAD AVENUE CROSSING IN TALLAHASSEE

The Board considered the proposition of an agreement with the Seaboard Air Line Railway Company regarding the grade crossing on Railroad Avenue in the city of Tallahassee, and voted to decline to enter into such agreement because they felt that this would make it mandatory to construct a grade separation project, whereas flashlight signals are considered adequate for the purpose at this point.

PROPOSITION FROM GENERAL MOTORS CORPORATION

Upon the advice of the Department's Attorney, and on motion of Mr. Guernsey, seconded by Mr. Campbell, the Board voted to decline to accept the proposition submitted by the Fleet Division of General Motors Corporation regarding the purchase of automobiles and trucks, but expressed their thanks for the interest shown by the Corporation.

REQUESTS AND SUGGESTIONS

A letter from Mr. Pat Flanagan of the Florida Power Corporation offered suggestions for marking of roads and historical spots throughout the State; also on the enlargement of the Department's magazine *FLORIDA HIGHWAYS* and making use of it as an advertising medium for the State.

A letter from Mr. Shannon F. Flowers, District Tire Examiner from the Office of Price Administration, Tampa, offered suggestions regarding the inspection of tires in State garages.

Highlands County

Letters from M. R. McDonald, Attorney for the Board of County Commissioners of Highlands County, listed the following requests for inclusion in the 1945 Budget:

1. Continue same appropriation for State Road 8-A, Federal Route 19, from Glades County line to Lake Placid. If possible add thereto a sum sufficient to let paving contract as far as Sebring. Road has been surveyed, right of way obtained, and grade laid from Glades County line to Sebring.

2. Make appropriation for Road 164, a grading project, from LaBelle in Hendry County to Venus in Highlands County.

3. Include a survey, and perhaps the grading of road 56 from Road 8 at DeSoto City to Istokpoga Canal, thence on another State Road around the south end of Lake Istokpoga to Lake Placid to join Road 8-A.

Leon County

A resolution from the Board of County Commissioners of Leon County asked for the construction of the Chaires Road from Road 500 to the towns of Chaires and Capitola, at a cost not to exceed approximately \$5,000 per mile, to be paid from the surplus gas tax fund credited to Leon County.

Santa Rosa County

A letter from the Board of County Commissioners of Santa Rosa County listed the following requests for the 1945 Budget:

1. A bridge across Pond Creek, between Milton and Bagdad, including approaches, and a paved roadway to Escambia Bay, a distance of approx. 10 miles, Rd. 187.

2. Pave present road from Chumuckla to Jay, approx. 15 miles, Rd. 265.

3. Pave road from intersection of Road 37 to intersection of Pace-Chumuckla road, approx. 15 miles, Rd. 144.

4. Pave Road 190 from Coldwater Creek, via Munson, to Ala. State line, 20 miles.

5. Pave road 227 from Road 37 via Allentown schoolhouse west to Chumuckla, 12 miles.

6. Pave road from intersection of State Road 1 southward, known as Ward's Basin Road to point near mouth of Yellow River, thence eastward to State Road 10 at point near CAA airport, 12 miles.

7. Pave road from Jay to Ala. State line,

approx. 4 miles.

8. Pave Road 265, from Floridatown to Mulat, thence NE to State Road 1 at County Farm, approx. 8 miles.

9. Pave road 144 from Chumuckla via Chuckla Springs to Escambia County line, 8 miles.

10. Construct bridge across Santa Rosa Sound near Navarre, including approaches.

11. Extend Alabama Street, Milton, to Rd. 37 northward.

12. Extend Road 190 from Ferris Hill southward to Board Street, one mile.

A resolution from the County Commissioners also urged improvement on Alabama Street, Road 37 through Milton, authorizing the use of the County's Surplus Gas Tax Funds for such purpose.

ACKNOWLEDGMENT OF GOVERNOR'S LETTER

On motion of Mr. Fultz, seconded by Mr. Guernsey, the Members voted to acknowledge and thank Governor Caldwell for the letters he addressed to them under date of January 22, offering helpful suggestions for policies to be adopted for the successful operation of the Road Department during their tenure of office.

CONSIDERATION AND ADOPTION OF THE 1945 BUDGET

The tentative budget of construction and maintenance and the estimate of resources for the year 1945 were placed before the Members for consideration.

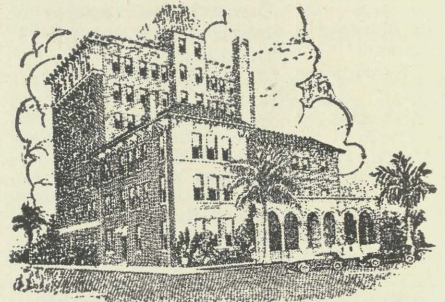
On motion of Mr. Fultz, seconded by Mr. Campbell, the following resolution was adopted:

BE IT RESOLVED, that the proposed Budget of Construction, Maintenance and Better-

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ment work for the year 1945, in the words and figures following, to-wit:

See pages 56 to 65, inclusive.

be and the same is hereby adopted.

BE IT FURTHER RESOLVED, that this Department does hereby fix Tampa, Florida, as the place where, and March 12 1945, as the time when the Department will hold public hearing on the budget, at which time and place it will hear all complaints and suggestions offered by the public as to any changes in said budget, in accordance with the provisions of Section 1, Chapter 9312, Acts of 1923.

BE IT FURTHER RESOLVED, that the Chairman be and he is hereby authorized and directed to have published in one newspaper in each of the cities of Pensacola, Jacksonville, Orlando, Tampa and Miami, the said proposed Budget and Estimate of Resources, together with a notice of the time and place when and at which the Department will hold the public hearing.

BE IT FURTHER RESOLVED, that the Chairman be and he is hereby directed to furnish to each clerk of the circuit court of the State, two copies of said budget of work, together with notice of the public hearing above referred to, in accordance with the provisions of Section 1, Chapter 9312, Acts of 1923.

ADJOURNMENT

There being no further business for consideration at this time, by common consent the meeting was adjourned.

1821—1945

At the end of a century of statehood Florida looks back with satisfaction on an amazing degree of progress and expansion, the research division of the Florida State Chamber of Commerce declared this week in its weekly business review.

When Florida was purchased from Spain in 1821 at an average price of 14 cents an acre, there were only an estimated 4,560 white persons in the territory. The short 24-year territorial period saw many adversities: the enormous task of building roads, homes and towns and of clearing the land, the Indian menace, yellow fever, a ruinous freeze; and the competition of the newer Western lands.

In 1842, the seven-year \$40,000,000 Seminole war was declared at an end. Subsequently Florida experienced the boom which had swept the whole Nation, accompanied by land schemes and elaborate plans for canals, railroads and banks. To complete the cycle, hard times followed and the territory sought to improve its condition by admission into the Union.

In spite of wars, political differences, booms and recessions, by 1845 there were 70 post offices in the State and the population had grown to 66,500. Ten newspapers with a total circulation of some 4,000 served the people of the new State. During the first year of statehood 223 ships entered Florida ports loading exports, foreign and domestic, valued at \$1,514,745. Chief among the money crops were tobacco, cotton, sugarcane, livestock and forest products. The modest beginnings of industry were evidenced in the manufacture of salt at Key West, starch from wild coontie on the lower East Coast, and lumber, naval stores, leather, cigars, sugar, brick,

lime, carriages, wagons and ships in north and west Florida. In 1845 value of crops approximated \$7,000,000, merchandise \$2,000,000 and manufactured goods, \$1,000,000.

In contrast, today Florida can point to the fastest growing population in the Nation, to the greatest increase in retail trade, to millions in fruit and vegetable production, in manufacturing and in recreation, to one and a half billion dollars in war contracts, and to more than two billion dollars income to her citizens.—The Southwest Floridan.

TAMPA LEGISLATORS PLEDGE FIGHT FOR MEDICAL SCHOOL

Representatives McMullen and McDonald and Senator Sheldon have pledged they will do all in their power to convince the State during the coming session of the legislature that a State Medical School should be established in Tampa.

The three legislators, however, will need more than just the wish to do the job. They will need facts and figures about Tampa's advantages for such an institution. They will need the influence of the Hillsborough County Medical Society, the support of the

trustees of the University of Tampa, and the active backing of all civic, business and political groups in the city and county.

There is plenty of time between now and the time the legislature convenes in April for Tampa to prepare its case. The work ought to start immediately.—Tampa Times.

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STATE ROAD DEPARTMENT OF FLORIDA—TENTATIVE BUDGET FOR FISCAL YEAR 1945

ASSETS				LIABILITIES			
Current Cash:				Accounts and Loans Payable:			
Cash Available for General Purposes	\$ 5,151,824.47			Contractor's Retainage	\$ 639,841.61		
Toll Bridge Trust Account	347,633.06	\$ 5,499,457.53		Miscellaneous Bills	22,494.75		
Current Investments:				Purchase Orders	166,783.09		
United States 7/8% Treasury Certificates		4,000,048.00		Workmen's Compensation:			
Restricted Cash Funds—Counties:				Claims Pending	24,905.82		
Second Gas Tax, Chapter 15659, 1931 Acts	358,684.91			Equip. Rental—Overseas Hwy.	153,868.51		
Surplus Funds, Chapter 20302, 1941 Acts	3,023,617.39	3,382,302.30		Due Fed. Government—Advance Overseas Projects	586,956.22	\$ 1,594,850.00	
Reserves:				Reserves:			
Reserved for replacement of equipment		600,000.00		Legal Reserve 10% of Estimated Revenue		1,212,500.00	
Federal Trust Fund:				Administrative Accounts:			
Defense Highway Act of 1941—Overseas Highway				Tallahassee Office	593,466.40		
Bank Balance	21,560.02			Division Offices	344,468.00	937,934.40	
Receivables	4,226.28	25,786.30		Investment Accounts:			
Total Cash		\$13,507,594.13		Bridge Purchase Contracts	458,600.00		
Federal Receivables:				Land Purchase Contracts	21,422.23		
Due State Road Dept. for Equipment Rentals	131,759.85			Reserve for replacement of equipment	600,000.00	1,080,022.23	
Due on Overseas Highway Projects	530,663.06			Surveys:			
Due from Federal Government on work performed	2,440,528.17			State Funds	750,000.00		
Federal Participation on work undertaken to be re-funded as work progresses	915,902.95	4,018,854.03		Federal Funds	143,143.00	893,143.00	
Federal Allotment Available for Agreements:				Federal Carrying Fund			
Federal Aid Regular	958,395.32			Maintenance of Roads and Bridges—Schedule 1		172,839.76	
Federal Aid Secondary	109,690.69					7,065,838.38	
Federal Aid—1945	3,502,178.50			Construction Underway—Schedule 2:			
Federal Access	134,594.00			Federal Funds	915,902.95		
Federal Grade Crossings	938,941.07			State Funds	3,741,897.69		
Federal Surveys	143,143.00	5,786,942.58		Second Gas Tax and Surplus	650,994.74	5,308,795.38	
Estimated State Revenues:				Construction Proposed—Schedule 2:			
Gasoline License Tax—4c Per Gallon	12,125,000.00			Federal Funds	5,062,692.64		
County Surplus	792,000.00			State Funds	8,883,822.85		
Outdoor Advertising	18,000.00			Second Gas Tax and Surplus	2,448,253.51	16,394,769.00	
Interest on 7/8% Treasury Certificates	26,250.00	12,961,250.00		Construction Funds—Unallotted:			
TOTAL ASSETS		\$36,274,640.74		Second Gas Tax and Surplus	1,032,841.55		
				Federal Regular & Secondary	198,165.97		
				Federal Grade Crossings	382,941.07	1,613,948.59	
				TOTAL LIABILITIES		\$36,274,640.74	

STATE ROAD DEPARTMENT OF FLORIDA
 PERCENTAGE OF REVENUES FROM VARIOUS SOURCES AND PERCENTAGE OF APPROPRIATIONS TO VARIOUS OPERATIONS
 TENTATIVE BUDGET FOR FISCAL YEAR 1945

ASSETS				LIABILITIES			
Cash and Current Investments	\$10,125,291.83	.2791		Accounts & Loans Payable	\$ 1,594,850.00	.0440	
County Revenues:				Reserves	1,812,500.00	.0500	
Cash on Hand	3,382,302.30	.0933		Bridge and Land Purchases	480,022.23	.0132	
Estimated Revenues	792,000.00	.0218		Administrative Salaries & Expense	937,934.40	.0259	
Gasoline License Tax	12,125,000.00	.3343		Maintenance of Roads and Bridges	7,065,838.38	.1948	
Miscellaneous	44,250.00	.0012		Construction of Roads	24,383,495.73	.6721	
Federal Receivables	9,805,796.61	.2703					
TOTAL ASSETS	\$36,274,640.74	100%		TOTAL LIABILITIES	\$36,274,640.74	100%	

Summary

STATE ROAD DEPARTMENT OF FLORIDA—TENTATIVE MAINTENANCE BUDGET 1945

Schedule 1

	Road Miles	Bridge Feet	Routine			Total Routine	Total Periodic	1944 Commitments		Totals
			Surface	Structures	Engineering Supervision			Periodic	Routine	
DIVISION 1	1,655	87,732	\$ 325,727.42	\$ 151,777.70	\$ 47,750.51	\$ 525,255.63	\$ 982,727.32	\$ 13,016.07	\$ 1,807.64	\$1,522,806.66
DIVISION 2	1,691	59,039	313,308.86	171,340.35	48,464.83	533,114.09	1,021,815.14	16,968.20	812.75	1,572,710.18
DIVISION 3	1,906	175,355	402,342.65	291,295.25	69,363.76	763,001.66	699,937.92	108,609.11	1,320.17	1,572,868.86
DIVISION 4	1,180	99,085	239,189.55	258,574.50	49,776.41	547,540.46	443,955.38	21,422.51	156.60	1,013,074.95
DIVISION 5	1,891	94,290	384,365.07	154,457.80	53,880.68	592,703.55	752,479.42	37,122.00	2,072.76	1,384,377.73
TOTALS	8,323	515,501	\$1,664,933.55	\$1,027,445.60	\$ 269,236.24	\$2,961,615.39	\$3,900,915.18	\$ 197,137.89	\$ 6,169.92	\$7,065,838.38

Summary

STATE ROAD DEPARTMENT OF FLORIDA—TENTATIVE CONSTRUCTION BUDGET FOR 1945

Schedule 2

Division	1945 BUDGET			TYPE OF WORK			FUNDS			Total Funds
	Underway State Forces	Underway Contract	Proposed	Grading	Paving	Structures	State	County	Federal	
FIRST	\$ 100,061.50	\$ 1,956,420.73	\$ 3,080,222.53	\$ 532,652.21	\$ 4,313,442.75	\$ 290,609.80	\$ 3,535,562.79	\$ 121,294.57	\$ 1,479,847.40	\$ 5,136,704.76
SECOND	45,676.77	1,089,374.81	4,448,402.72	110,000.00	4,801,282.81	672,171.49	2,600,838.06	1,732,150.43	1,250,465.81	5,583,454.30
THIRD	236,458.25	857,985.57	3,721,136.49	1,140,430.52	2,030,650.00	1,644,499.79	2,532,287.96	952,439.85	1,330,852.50	4,815,580.31
FOURTH	608,320.71	2,652,458.68	2,993,990.50	266,788.89	1,950,176.17	273,410.13	1,037,193.09	3,260,779.39
FIFTH	55,618.00	358,879.04	2,492,548.58	29,480.00	2,874,100.62	3,465.00	2,006,855.56	19,953.27	880,236.79	2,907,045.62
GRAND TOTALS	\$ 437,814.52	\$ 4,870,980.86	\$16,394,769.00	\$ 1,812,562.73	\$17,013,466.68	\$ 2,877,534.97	\$12,625,720.54	\$ 3,099,248.25	\$ 5,978,595.59	\$21,703,564.38

First Division

STATE ROAD DEPARTMENT OF FLORIDA—TENTATIVE CONSTRUCTION BUDGET FOR 1945

Schedule 2

County	Job No.	Proj. No.	Road No.	Length	Description	1945 BUDGET			TYPE OF WORK			FUNDS			Total Funds
						Underway State Forces	Underway Contract	Proposed	Grading	Paving	Structures	State	County	Federal	
DeSoto	0403-103		86	2.803	0.5 Mi. S.W. of Nocatee— 2.80 Mi. S.W.	\$	\$ 94,238.93	\$	\$	\$ 94,238.93	\$	\$ 94,238.93	\$	\$	\$ 94,238.93
Glades	0509-		621	13.25	Road 67 in Harrisburg— Hendry Co. Line			218,625.00	218,625.00			218,625.00			218,625.00
Hardee	0607-110		2	4.202	Wauchula—Torrey		161,137.68			161,137.68		161,137.68			161,137.68
Hardee	0603-		32	6.54	Wauchula — East			108,763.60		108,763.60		59,819.98		48,943.62	108,763.60
Hardee	0605-		63	4.00	Zolfo Springs — Cowarts Corner			66,000.00		66,000.00		66,000.00			66,000.00
Hardee	0603-		32	270'	Big Charlie Creek			48,917.00			48,917.00	26,904.35		22,012.65	48,917.00
Hendry	0706-107		164	5.0	Collier Co. Line—North		182,250.40			182,250.40		182,250.40			182,250.40
Hendry	0706-		621	1.500	LaBelle—Hendry Co. Line			24,750.00	24,750.00			24,750.00			24,750.00
Hernando	0804-103		15	4.6	Brooksville — West		1,500.00			1,500.00		1,500.00			1,500.00
Highlands	0903-105		8	3.823	Avon Park—Polk Co. Line		30,098.05			30,098.05			30,098.05		30,098.05
Highlands	0905-104		8		In Avon Park		1,782.02			1,782.02		1,782.02			1,782.02
Highlands	0906-		8	250'	Two Concrete Bridges			48,851.00			48,851.00		48,851.00		48,851.00
Highlands	0906-		8	7.110	Brighton — West			73,343.76		73,343.76		51,603.13	21,740.63		73,343.76
Highlands	0908-		32	3.0	Hardee Co. Line — Avon Park			99,000.00		99,000.00		99,000.00			99,000.00
Highlands	0901-	FAP 122-A	8-A	12.127	Glades Co. Line — State Road 48			490,568.27		490,568.27		269,812.55		220,755.72	490,568.27
Highlands	0901-	FAP 122-B	8-A	5.630	Int. Rds. 8-8-A — Lake Placid			346,153.00		346,153.00		190,384.15		155,768.85	346,153.00
Highlands	0901-		8-A	0.568	Underpass in Lake Placid			140,000.00			140,000.00			140,000.00	140,000.00
Hillsboro	1006-105		23	210.5'	Bullfrog Creek	2,200.00	36,855.93				39,055.93	39,055.93			39,055.93
Hillsboro	1006-106		23	6.689	Gibson—South		400.00			400.00		400.00			400.00
Hillsboro	1007-103		23	60.5'	Delaney Creek	1,815.00	11,970.87				13,785.87	13,785.87			13,785.87
Hillsboro	1007-104		23	4.952	Gibson—0.75 Mi. E. of Tampa		5,738.05			5,738.05		5,738.05			5,738.05
Hillsboro	1008-104		23	2.186	50th St. in Tampa—East		1,735.89			1,735.89		1,735.89			1,735.89
Hillsboro	1009-107		23	5.074	Seffner—East		4,863.08			4,863.08		4,863.08			4,863.08
Hillsboro	1011-103		79	0.029	Road 315—West		100.00			100.00		100.00			100.00
Hillsboro	1011-104		79	14.00	Road 5—Road 315		399,092.97			399,092.97		399,092.97			399,092.97
Hillsboro	1012-102		79	4.221	Road 315—Polk Co. Line	275.00	3,500.86			3,775.86		3,775.86			3,775.86
Hillsboro	1015-204	SN-FAS 77(1)	17	4.555	Pinellas Co. Line—East		361,043.58			361,043.58		90,260.89		270,782.69	361,043.58
Hillsboro	1019-105		17	0.10	West of Plant City		212.60			212.60		212.60			212.60
Hillsboro	1024-301	DA-WR-31- A(1)	613	1.130	In Port Tampa—Dale Ma- bry Highway		59,940.87			59,940.87				59,940.87	59,940.87
Hillsboro	1025-		316	1.00	Buffalo Ave. in Tampa— Road 17			110,000.00		110,000.00		60,500.00		49,500.00	110,000.00
Lee	1205-107		27	8.278	Bonita Springs—Estero		100.00			100.00			100.00		100.00
Lee	1207-301	DA-WR- 7(1)	184	6.404	Ft. Myers — Buckingham Gunnery School		8,904.33			8,904.33				8,904.33	8,904.33
Lee	1202-		2	10.9	Tice — Olga			332,500.00		332,500.00		162,370.11	20,504.89	149,625.00	332,500.00
Manatee	1301-112		5	0.146	In Bradenton		2,288.44			2,288.44		2,288.44			2,288.44
Manatee	1301-113		5	0.351	At Bowlee's Creek		2,227.30			2,227.30		2,227.30			2,227.30
Pasco	1403-104		15	6.0	Pinellas Co. Line — New Port Richey		100,824.67		100,824.67			100,824.67			100,824.67
Pasco	1411-		23	3.627	Hillsborough Co. Line— Zephyrhills			174,123.40		174,123.40		95,767.90		78,355.50	174,123.40
Pasco	1405-		23	4.92	Dade City — North			209,000.00		209,000.00		114,950.00		94,050.00	209,000.00
Pasco	1403-		15	5.95	New Port Richey — Road 210			254,100.00		254,100.00		254,100.00			254,100.00
Pinellas	1502-107		15	1.895	Road 231—Pasco Co. Line		65,516.54		65,516.54			65,516.54			65,516.54
Pinellas	1505-201	SN-FAS 77(1)	17	0.377	Oldsmar — Hillsborough Co. Line		26,521.07			26,521.07		6,630.27		19,890.80	26,521.07
Pinellas	1512-301	DA-WC- 23(1)	64	3.046	Road 73—Road 64		3,500.00			3,500.00				3,500.00	3,500.00
Polk	1600-103		Co.	5.9	Winter Haven—Dundee	92,471.50				92,471.50		92,471.50			92,471.50
Polk	1601-106		17	4.135	Hillsborough Co. Line— Lakeland		202,324.66			202,324.66		202,324.66			202,324.66
Polk	1609-104		8	5.819	Frostproof—Lake Wales		300.00			300.00		300.00			300.00
Polk	1609-106		8	0.208	In Frostproof		100.00			100.00		100.00			100.00
Polk	1609-110		8	0.19	In Lake Wales		4,288.31			4,288.31		4,288.31			4,288.31

Polk	1612-102	79	13.484	One Mi. E. of Bartow— Lake Wales	3,300.00	3,557.82		6,857.82	6,857.82		6,857.82			
Polk	1613-105	79	0.071	Polk Ave. at A.C.L. RR in Lake Wales		24,466.41		24,466.41	24,466.41		24,466.41			
Polk	1617-103	8	1.053	Highlands Co. Line—N.W.		10,188.81		10,188.81	10,188.81		10,188.81			
Polk	1621-102	34	9.196	Providence — Pasco Co. Line		122,936.00	209,027.50	122,936.00	209,027.50	237,901.13	94,062.37	331,963.50		
Polk	1600-104	City	1.670	In Winter Haven		15,584.42			15,584.42	15,584.42		15,584.42		
Polk	1611-	79	1.05	Bartow — East			126,500.00		126,500.00	63,250.00	63,250.00	126,500.00		
Polk	1603-104	2	0.728	In Ft. Meade		4,250.00			4,250.00	4,250.00		4,250.00		
Polk	1610-105	8	0.497	In Dundee		75.17			75.17	75.17		75.17		
Polk	1622-301	568	1.177	Road 17 — Lakeland Army Air Base		505.00			505.00		505.00	505.00		
Sarasota	1702-106	5	1.025	In Sarasota		1,500.00			1,500.00	1,500.00		1,500.00		
TOTALS					\$ 100,061.50	\$ 1,956,420.73	\$ 3,080,222.53	\$ 532,652.21	\$ 4,313,442.75	\$ 290,609.80	\$ 3,535,562.79	\$ 121,294.57	\$ 1,479,847.40	\$ 5,136,704.76

Second Division

STATE ROAD DEPARTMENT OF FLORIDA—TENTATIVE CONSTRUCTION BUDGET FOR 1945

Schedule 2

County	Job No.	Proj. No.	Road No.	Length	Description	1945 BUDGET			TYPE OF WORK			FUNDS			Total Funds
						Underway State Forces	Underway Contract	Proposed	Grading	Paving	Structures	State	County	Federal	
Alachua	2602-103		2	0.85	Paradise — 9th St. in Gainesville	\$	\$ 11,791.54	\$	\$	\$ 11,791.54	\$	\$ 11,791.54	\$	\$	\$ 11,791.54
Alachua	2602-105		2	0.76	¾ Mi. NW Rd. 99—Int. Rds. 2 & 99	34,602.53				34,602.53		34,602.53			34,602.53
Alachua	2602-104		2-A	2.512	Gainesville—Road 2		93,193.63			93,193.63		93,193.63			93,193.63
Alachua	2601-103		2	8.306	Micanopy — Gainesville		13,656.05			13,656.05		13,656.05			13,656.05
Alachua	2603-105		5	13.05	Levy Co. Line—Newberry		33,778.02			33,778.02		33,778.02			33,778.02
Alachua	2602-		2	14.109	Paradise—High Springs			564,360.50		564,360.50		310,398.27		253,962.23	564,360.50
Alachua	2603-		5	12.5	Newberry — High Springs			122,383.45		122,383.45		122,383.45			122,383.45
Alachua	2611-		113	15'	LaCrosse—Santa Fe River			2,021.80			2,021.80				2,021.80
Alachua	2602-		2	0.5	Between Experimental Sections			13,000.00				13,000.00			13,000.00
Baker	2702-105		1	6.5	Knabb's Still — Sanderson Overpass		3,000.00			3,000.00		3,000.00			3,000.00
Baker	2701-103		1	11.9	Columbia Co. Line — San- derson Overpass		16,107.32			16,107.32		16,107.32			16,107.32
Baker	2703-		49	5.103	Maccleddy—Ga. State Line			28,050.00		28,050.00			28,050.00		28,050.00
Baker	2704-		154	14.0	End of Pavement—North		6,036.00	78,734.09		78,734.09	6,036.00		84,770.09		84,770.09
Baker			383		Bridge South of Glen St. Mary		1,672.00				1,672.00		1,672.00		1,672.00
Clay	7113-301	DA-WR-28-A(1)	68	2.225	Road 139 — A.C.L. RR in Orange Park		4,529.46			4,529.46				4,529.46	4,529.46
Clay	7110-301	DA-NR-3-A(1)	48	2.351	Green Cove Springs—Lee Field		42,236.93			42,236.93				42,236.93	42,236.93
Clay	7102-302	DA-NR-3-B(1)	3	1.752	Green Cove Springs—Or- ange Park		6,529.47			6,529.47				6,529.47	6,529.47
Clay	7102-107		48	0.70	A.C.L. RR in Green Cove Springs—Road 3		18,027.42			18,027.42		18,027.42			18,027.42
Clay	7106-105		48	0.413	Road 3—Governor's Creek		12,882.14			12,882.14		12,882.14			12,882.14
Clay	7101-		3	15'	Putnam Co. Line—Green Cove Springs			4,076.60			4,076.60		4,076.60		4,076.60
Clay	7110-		48	0.9	Lee Field—Shands Bridge			10,843.14		10,843.14			10,843.14		10,843.14
Clay	7114-301	DA-NC-44(1)	259	2.0	Road 3—West			71,682.00		71,682.00			25,088.00	46,594.00	71,682.00
Columbia	2910-103		236	6.365	Ft. White—Road 2		66,805.49			66,805.49		14,963.06	51,842.43		66,805.49
Columbia	2914-101		615	0.515	Lake City—SRD Shop	11,074.24				11,074.24		11,074.24			11,074.24
Columbia	2904-		2	0.863	In Lake City			32,593.00		32,593.00		32,593.00			32,593.00
Dixie	3005-		69	1.518	Taylor Co. Line—Lafayette Co. Line			36,735.60		36,735.60			36,735.60		36,735.60
Duval	7208-		4	1.50	Proj. 143-A — Thomas Creek			85,780.20		85,780.20		47,179.11		38,601.09	85,780.20
Duval	7219-102		376	1.026	Approaches to Intra Coast- al Canal			918,419.53	110,000.00	808,419.53			918,419.53		918,419.53

Second Division

STATE ROAD DEPARTMENT OF FLORIDA—TENTATIVE CONSTRUCTION BUDGET FOR 1945

Schedule 2

County	Job No.	Proj. No.	Road No.	Length	Description	1945 BUDGET			TYPE OF WORK			FUNDS			Total Funds
						Underway State Forces	Underway Contract	Proposed	Grading	Paving	Structures	State	County	Federal	
Duval	7213-201	AN-FA- 196-D(1)	204	4.20	Hammond Road — Cassat Ave.		5,000.00			5,000.00		2,500.00		2,500.00	5,000.00
Duval	7222-301	DA-NR-9(1)	553	1.937	Road 204—Road 3		92,764.24			92,764.24				92,764.24	92,764.24
Duval	7223-301	DA-NR-2(1)	560	4.391	Road 140—Mayport		2,500.00			2,500.00				2,500.00	2,500.00
Duval	7217-105		139	5.22	½ Mi. N. of Clay Co. Line — Cedar Creek		243,533.62			243,533.62		243,533.62			243,533.62
Duval	7217-106		139	1.57	Cedar Creek—Park Street		169,528.87			169,528.87		169,528.87			169,528.87
Duval	7208-105		4	2.019	Automobile Drive—Myrtle Ave.		47,382.54			47,382.54		47,382.54			47,382.54
Duval	7216-		47	0.585	Goodby's Lake Bridge			50,000.00			50,000.00	50,000.00			50,000.00
Duval	7210-		140	1.228	Road 4—East City Limits of Jacksonville			32,866.47		32,866.47		32,866.47			32,866.47
Duval	7212-		204	1.380	Road 363—Margaret St. in Jacksonville			145,842.68		145,842.68		80,213.47		65,629.21	145,842.68
Duval	7201-		1	3.540	McDuff Ave.—Hart Haven			504,000.00		504,000.00		277,200.00		226,800.00	504,000.00
Duval	7217-		139		Park St. Underpass and Approaches			75,000.00			75,000.00			75,000.00	75,000.00
Hamilton	3201-104		2	0.586	In Jasper		29,631.37			29,631.37		29,631.37			29,631.37
Hamilton	3205-		116	13.598	Withlacoochee River—Road 2			225,000.00		225,000.00		123,750.00		101,250.00	225,000.00
Lafayette	3304-		69	2.32	Dixie Co. Line—North to Pavement			56,144.00		56,144.00			56,144.00		56,144.00
Lafayette	3304-		69	550'	Luraville Bridge			121,000.00			121,000.00	43,550.00		54,450.00	121,000.00
Lafayette	3303-101		50	1995'	Bridge		9,002.17				9,002.17	4,501.08		4,501.09	9,002.17
Lafayette	3305-		106		Madison Co. Line — Road 5-A			55,069.30			55,069.30		55,069.30		55,069.30
Levy	3414-103		5	3.51	Alachua Co. Line—South		7,877.94			7,877.94		7,877.94			7,877.94
Levy	3405-		15	0.939	Road 77 in Chiefland—Road 500			93,500.00		93,500.00		51,425.00		42,075.00	93,500.00
Levy	3401-		500	17.945	Suwannee River — Chiefland			191,933.28		191,933.28		191,933.28			191,933.28
Madison	3501-		1	1.559	Ellaville Overpass — Suwannee River			15,684.40		15,684.40			15,684.40		15,684.40
Madison	3506-		106		Overpass in Madison			65,000.00			65,000.00			65,000.00	65,000.00
Madison	3500-		1	1.00	In Madison			32,915.60		32,915.60			32,915.60		32,915.60
Nassau	7411-301	DA-NC-28(1)	606	2.811	Road 45-8 to 45-65		11,144.18			11,144.18				11,144.18	11,144.18
Nassau	7400-101		Co.	1.27	Road 13 — Fernandina Beach		46,284.43			46,284.43			46,284.43		46,284.43
Nassau	7406-		13	11.30	Yulee—Fernandina			152,143.15		152,143.15		107,057.67		45,085.48	152,143.15
Nassau	7402-		3	12.384	Nassau Marsh—St. Marys River			263,911.72		263,911.72		263,911.72			263,911.72
Suwannee	3304-		69	550'	Luraville Bridge			242,000.00			242,000.00	77,323.45		45,776.55	242,000.00
Suwannee	3700-			0.25	Road 1—SRD Camp			6,000.00		6,000.00		6,000.00			6,000.00
Taylor	3807-102		69	10.123	Road 500—Stephensville		53,186.36			53,186.36			53,186.36		53,186.36
Taylor	3807-103		69	412'	Bridges on Deadman's Bay Road			41,293.62			41,293.62		41,293.62		41,293.62
Taylor	3807-		69	1.66	Road 500 — Dixie County Line			40,172.00		40,172.00			40,172.00		40,172.00
Taylor	3805-		35	7.31	End of Pavement—Keatons Beach			111,540.21		111,540.21			111,540.21		111,540.21
TOTALS						\$ 45,676.77	\$1,089,374.81	\$4,448,402.72	\$ 110,000.00	\$4,801,282.81	\$ 672,171.49	\$2,600,838.06	\$1,732,150.43	\$1,250,465.81	\$5,583,454.30

Third Division

STATE ROAD DEPARTMENT OF FLORIDA—TENTATIVE CONSTRUCTION BUDGET FOR 1945

Schedule 2

County	Job No.	Proj. No.	Road No.	Length	Description	1945 BUDGET			TYPE OF WORK			FUNDS			Total Funds
						Underway State Forces	Underway Contract	Proposed	Grading	Paving	Structures	State	County	Federal	
Bay	4602-107		10		Machinery for East & West Bay Bridges	\$	\$ 56,000.00	\$	\$	\$	\$ 56,000.00	\$ 56,000.00	\$	\$	\$ 56,000.00

Bay	4602-302	DA-NI-12 Ext.	10	0.706	DA-NI-12 & 1300 Ft. E. Hathaway Br.	4,000.00		4,000.00			4,000.00	4,000.00
Bay	4609-106		10	704'	West Bay Creek Bridge	110,000.00			110,000.00	110,000.00		110,000.00
Bay	4609-107		10	0.511	Approaches to West Bay Creek	17,500.00		17,500.00		17,500.00		17,500.00
Bay	4610-301	DA-NI- 12(1)	10 & 10-C	4.607	Wainwright Shipyard— Road 52	18,000.00	6,000.00	12,000.00			18,000.00	18,000.00
Bay	4600-101			496'	Massalena Bridge at Pan- ama City	99,045.67			99,045.67	99,045.67		99,045.67
Bay	4606-		52	2.0	Lynn Haven Bridge—N. of North Bay		400,000.00	16,000.00	18,000.00	366,000.00	220,000.00	180,000.00
Bay					Signals A. & St. A. Bay Ry on Harrison Ave.		8,000.00		8,000.00			8,000.00
Bay					Signals A. & St. A. Bay Ry. at Lynn Haven Jct.		8,000.00		8,000.00			8,000.00
Calhoun	4702-		6	0.7	Scotts Ferry Br. and Ap- proaches		120,000.00	15,000.00	7,000.00	98,000.00	66,000.00	54,000.00
Calhoun	4700-		159	11.2	Blountstown—Jackson Co. Line		25,000.00	25,000.00			25,000.00	25,000.00
Calhoun	4704-		84	16.0	Road 6—Clarksville		25,000.00	25,000.00			25,000.00	25,000.00
Escambia	4800-				Garden St.—Cervantes		100,000.00		100,000.00		55,000.00	45,000.00
Escambia	4801-302	DA-NR-10- A(1)	537	8.19	Road 1—Road 7	30,000.00		10,000.00	20,000.00			30,000.00
Escambia	4802-104	FA 35	1	3.172	11 Mile Creek—3.172 Mi. S.E.	27,000.00			27,000.00			27,000.00
Escambia	4809-301	FAGM 121-B	566	0.554	Over S.L.S.F. Railroad and Approaches	20,000.00			10,000.00	10,000.00		20,000.00
Escambia	4808-203	AN-FA 120B	365	1.526	Corry Field—Road 1	15,000.00			15,000.00		7,500.00	7,500.00
Escambia	4819-301	DA-NR- 30(1)	583	6.593	Road 1—"K" Field	40,000.00						40,000.00
Escambia	4820-301	DA-NR-4 (1)	590	3.703	Road 195—Road 93	15,000.00	20,000.00	20,000.00				15,000.00
Escambia	4821-301	DA-NR-5	576	1.606	Road 7—"K" Field	6,000.00		6,000.00				6,000.00
Escambia	4822-301	DA-NR-7	573	0.945	"V" Field—Road 1	4,000.00		4,000.00				4,000.00
Escambia	4824-301	DA-NR-32- A(1)	608	0.113	Bayou Grande Bridge	14,000.00			14,000.00			14,000.00
Escambia	4824-302	DA-NR-32- B(1)	608	1.100	Road 365—Road 93	8,000.00	3,000.00	5,000.00				8,000.00
Escambia	4801-301	DA-NR-10- B (1)	537	4.671	Road 7—Road 1-A	28,000.00		8,000.00	20,000.00			28,000.00
Escambia	4814-	FAGS 47(1)	62	9.468	L. & N. Signals Davisville — Mile Post		8,000.00		8,000.00			8,000.00
Escambia	4801-		1	2.50	Road 537—Perdido River		98,000.00	23,500.00	73,000.00	1,500.00	98,000.00	98,000.00
Escambia	4806-		7	730'	Pine Barren Creek—Ala- bama Line		46,000.00		46,000.00		46,000.00	46,000.00
Franklin	4906-		12	24.411	Road 10—Liberty County Line		73,000.00		73,000.00	40,150.00		32,850.00
Gadsden	5001-105		1	1.98	Apalachicola River — 4.3 Mi. East		67,047.27	67,047.27			67,047.27	67,047.27
Gadsden	5003-		76	4.426	Quincy—Little River	18,000.00		18,000.00				18,000.00
Gadsden	5002-		1	2.50	Quincy—Point Milliken	193,000.00	17,000.00	170,000.00	6,000.00	106,150.00		86,850.00
Gadsden	5010-		352	7.865	Havana—Ochlocknee River	61,000.00	18,000.00	25,000.00	18,000.00	61,000.00		61,000.00
Gadsden	5009-		277	7.55	Sycamore—River Junction	89,000.00	65,000.00		24,000.00		89,000.00	89,000.00
Gulf	5102-108		6	4.771	Government Canal — Cy- press Creek	97,000.00	72,000.00		25,000.00		97,000.00	97,000.00
Gulf	5106-103		10	300'	Sea Wall	4,000.00		13,000.00		13,000.00		13,000.00
Gulf	5102-		6	0.7	White City Bridge & Ap- proaches				4,000.00	4,000.00		4,000.00
Holmes	5201-		1	0.6	Thru Bonifay		150,000.00	15,000.00	15,000.00	120,000.00	82,500.00	67,500.00
Holmes	5211-102		358	1.77	Walton Co. Line—Leonla	4,500.00	78,000.00	28,000.00	50,000.00		42,900.00	35,100.00
Holmes		FAGM 52(1)			L. & N. Signals at Bonifay		8,000.00		4,500.00		4,500.00	4,500.00
Jackson	5303-106		20	75'	Dry Creek Bridge					8,000.00		8,000.00
Jackson	5306-105		52	1.08	Cotton St. in Graceville	15,000.00			15,000.00	12,500.00		12,500.00
Jackson	5313-104		159	6.3	Pavement—Dellwood	50,000.00			50,000.00		15,000.00	15,000.00
Jackson	5313-		159	7.8	Dellwood — Greenwood				50,000.00		50,000.00	50,000.00
Jackson	5302-		1	7.376	Project 3-D—Cypress		64,000.00	11,000.00	50,000.00	3,000.00	64,000.00	64,000.00
Jackson	5305-		6	18.38	Road 1—Alabama Line	246,950.00	150,000.00	53,050.00	43,900.00	135,822.50		111,127.50
Jackson		FAGM-54(1)	84		L. & N. Signals at Mari- anna	186,500.00	86,000.00	67,500.00	33,000.00	102,575.00		83,925.00
Jackson		FAGM 112-A	20		L. & N. Signals at Cotton- dale		8,000.00		8,000.00			8,000.00
Jefferson	5404-102		35	6.493	Madison Co. Line—Geor- gia Line	15,000.00			8,000.00			8,000.00
								15,000.00		15,000.00		15,000.00

Third Division

STATE ROAD DEPARTMENT OF FLORIDA—TENTATIVE CONSTRUCTION BUDGET FOR 1945

Schedule 2

County	Job No.	Proj. No.	Road Length No.	Description	1945 BUDGET			TYPE OF WORK			FUNDS			Total Funds
					Underway State Forces	Underway Contract	Proposed	Grading	Paving	Structures	State	County	Federal	
Jefferson	5405-104		42	8.527	Lamont — Aucilla	55,000.00			55,000.00		10,340.89	44,659.11		55,000.00
Jefferson	5401-		1	9.917	Monticello—Aucilla River		217,000.00	29,000.00	165,500.00	22,500.00	217,000.00			217,000.00
Jefferson	5406-		43	8.92	Wacissa—Lloyd		61,314.00	32,000.00	22,000.00	7,314.00	61,314.00			61,314.00
Leon	5506-		76	4.35	Ochlocknee River — Proj. 131		200,000.00	20,000.00	170,000.00	10,000.00	110,000.00		90,000.00	200,000.00
Leon	5504-		10		Underpass Bloxham		50,000.00	10,000.00	30,000.00	10,000.00	25,000.00			50,000.00
Leon	5502-		1	12.63	Tallahassee—Baum		252,000.00	22,000.00	220,000.00	10,000.00	252,000.00			252,000.00
Leon	5500-		614	1.0	Road 500—Chaires		18,000.00	9,000.00	9,000.00			18,000.00		18,000.00
Liberty	5604-		12	11.0	Franklin County Line—Wilma		30,000.00	30,000.00				30,000.00		30,000.00
Liberty	5604-		135	4.8	N. Boundary Forest—Hosford		30,000.00	30,000.00				30,000.00		30,000.00
Liberty	5604-		135	4.44	N. End Pvt.—N. End Forest Boundary		30,000.00	30,000.00				30,000.00		30,000.00
Liberty	5602-		12	10.0	N. Boundary Forest—Bristol		20,000.00	20,000.00				20,000.00		20,000.00
Okaloosa	5701-104		1	33'	Baggetts Creek		2,000.00			2,000.00	2,000.00			2,000.00
Okaloosa	5708-		62	751'	Blackwater Bridge		120,000.00			120,000.00	66,000.00		54,000.00	120,000.00
Okaloosa	5705-105		54	13.28	Road No. 10—13.28 Mi. North				9,000.00		9,000.00			9,000.00
Okaloosa	5710-101		165	4.9	Road 41—Road 33	12,958.25		12,958.25				12,958.25		12,958.25
Okaloosa	5703-103		10 & 115	0.94	Ft. Walton		75,000.00	40,000.00	30,000.00	5,000.00	75,000.00			75,000.00
Okaloosa		FAGM 50(1)			L. & N. Signals at Crestview			8,000.00		8,000.00			8,000.00	8,000.00
Santa Rosa	5800-		227	1.65	Chumuckla—Road 265		30,000.00	10,000.00	15,000.00	5,000.00		30,000.00		30,000.00
Santa Rosa	5807-		265	13.0	Chumuckla — Jay		15,000.00	15,000.00				15,000.00		15,000.00
Santa Rosa	5800-		187	565'	Bagdad Bridge		40,850.22			40,850.22		40,850.22		40,850.22
Santa Rosa	5801-09-301		1 & 190	1.26	Bridges Esc. River & Whiting Field									
Santa Rosa	5803-105		53	19.31	Town Pt. — Okaloosa Co. Line	70,000.00			70,000.00		70,000.00		15,000.00	15,000.00
Santa Rosa	5805-108		37	0.99	1.3 Mi. No. Road 1—0.99 Mi. N.		1,500.00		1,500.00		1,500.00			1,500.00
Santa Rosa	5810-302		594	3.13	Road 190—Whiting Field		43,000.00		43,000.00			43,000.00		43,000.00
Santa Rosa	5810-301		594	1.27	Road 37—Whiting Field		10,000.00		10,000.00			10,000.00		10,000.00
Santa Rosa	5800-		37	1.80	Road 37—Road 190		88,000.00	28,000.00	60,000.00			88,000.00		88,000.00
Santa Rosa	5800-		265		L. & N. Signals		8,000.00			8,000.00		8,000.00		8,000.00
Santa Rosa	5800-		37		Sidewalk on Alabama St.		5,000.00		5,000.00			5,000.00		5,000.00
Wakulla	5900-		175	8.50	Spring Creek—Shadeville		100,925.00	100,925.00				100,925.00		100,925.00
Walton	6010-106				Seven Run Creek		17,939.90			17,939.90	17,939.90			17,939.90
Walton	6006-		40	263'	Bridges 41, 42 and 44		36,450.00			36,450.00	36,450.00			36,450.00
Walton	6001-		1	1.09	Thru DeFuniak		60,000.00	6,000.00	52,000.00	2,000.00	33,000.00		27,000.00	60,000.00
Walton	6003-103		10	16.77	Freepoint — Okaloosa Co. Line		40,000.00		40,000.00		40,000.00			40,000.00
Walton		FAGM 51(1)	40		L. & N. Signals 11th & 4th Sts.									
Walton	6008-102		33	4.20	Okaloosa Co. Line — Ala. Line	10,000.00		16,000.00		16,000.00			16,000.00	16,000.00
Walton	6010-105		88	543'	Bruce Creek Bridge					10,000.00	10,000.00			10,000.00
Walton	6010-104		88	17.90	Holmes Co. Line—Road 10		44,750.00		44,750.00		27,500.00			27,500.00
Walton	6012-102		358 & 552	6.94	Holmes Co. Line—Road 40		17,350.00		17,350.00		17,350.00			17,350.00
Washington	6100-		359	2.0	Holmes Creek—Road 39		45,000.00	15,000.00	12,000.00	18,000.00		45,000.00		45,000.00
Washington	6101-105		1	1094'	Choctawhatchee River Br.		60,000.00			60,000.00	60,000.00			60,000.00
Washington	6101-107		1	2.84	Caryville — Holmes Co. Line		4,000.00		4,000.00		4,000.00			4,000.00
Washington		FAGM 53 1)	52		L. & N. Signals at Chipley		8,000.00			8,000.00			8,000.00	8,000.00
TOTALS					\$ 236,458.25	\$ 857,985.57	\$3,721,136.49	\$1,140,430.52	\$2,030,650.00	\$1,644,499.79	\$2,532,287.96	\$ 952,439.85	\$1,330,852.50	\$4,815,580.31

Fourth Division

STATE ROAD DEPARTMENT OF FLORIDA—TENTATIVE CONSTRUCTION BUDGET FOR 1945

Schedule 2

County	Job No.	Proj. No.	Road No.	Length	Description	1945 BUDGET			TYPE OF WORK			FUNDS			Total Funds
						Underway State Forces	Underway Contract	Proposed	Grading	Paving	Structures	State	County	Federal	
Broward	8612-103	-----	149	6.272	Road 199—Deerfield	\$ -----	\$ 55,076.44	\$ -----	\$ -----	\$ 55,076.44	\$ -----	\$ -----	\$ 55,076.44	\$ -----	\$ 55,076.44
Broward	8613-102	-----	361	4.434	Road 149—Pompano	-----	28,458.09	-----	-----	28,458.09	-----	12,756.01	15,702.08	-----	28,458.09
Broward	8611-104	-----	199	0.899	Road 149—Palm Beach Co. Line	-----	11,376.79	-----	-----	11,376.79	-----	-----	11,376.79	-----	11,376.79
Broward	8608-	-----	26	-----	Signals at SAL Railway	-----	-----	6,000.00	-----	-----	6,000.00	-----	-----	6,000.00	6,000.00
Broward	8600-306	FAGM-42	394	-----	Signals at FEC RR at Hallandale Beach	-----	-----	6,000.00	-----	-----	6,000.00	-----	-----	6,000.00	6,000.00
Broward	8600-307	FAGM-238-E	City St.	-----	Signals at FEC RR in Ft. Lauderdale	-----	-----	6,000.00	-----	-----	6,000.00	-----	-----	6,000.00	6,000.00
Broward	-----	WPGM-249-B	City St.	-----	Signals at FEC RR in Deerfield	-----	-----	6,000.00	-----	-----	6,000.00	-----	-----	6,000.00	6,000.00
Broward	8600-308	WPGM-253-B	City St.	-----	Signals at FEC RR in Pompano	-----	-----	6,000.00	-----	-----	6,000.00	-----	-----	6,000.00	6,000.00
Collier	0307-	-----	164	1.04	Courthouse in Everglades—End of Pav't.	-----	-----	117,625.75	-----	117,625.75	-----	117,625.75	-----	-----	117,625.75
Collier	{0308-105 0309-103	-----	164	8.494	4.99 Mi. S. of Sunniland—3.7 Mi. N. Sunniland	-----	71,855.69	-----	-----	71,855.69	-----	71,259.62	596.07	-----	71,855.69
Collier	0309-104	-----	164	6.0	Immokalee—Hendry Co. Line	-----	190,658.75	-----	-----	190,658.75	-----	-----	190,658.75	-----	190,658.75
Collier	0306-	-----	27-A	3.9	Marco Bridge — Collier City	-----	-----	26,934.51	-----	26,934.51	-----	26,934.51	-----	-----	26,934.51
Dade	-----	FAGM-36	City Sts.	-----	Six Signals in Miami	-----	-----	30,000.00	-----	-----	30,000.00	-----	-----	30,000.00	30,000.00
Dade	8708-102	-----	140-A	3.031	Road No. 182—West	-----	33,000.00	-----	-----	33,000.00	-----	33,000.00	-----	-----	33,000.00
Dade	8718-303	DA-WC-33-A	619	1.5	Campbell Road—Biscayne Drive	-----	28,304.97	-----	-----	28,304.97	-----	-----	-----	28,304.97	28,304.97
Dade	8709-302	DA-WR-24-(1)	26	0.168	S.A.L. RR—Road 272	-----	4,769.69	-----	-----	4,769.69	-----	-----	-----	4,769.69	4,769.69
Dade	8722-301	DA-WR-24-(1)	272	1.731	Road 26—Red Road	-----	12,363.14	-----	-----	12,363.14	-----	-----	-----	12,363.14	12,363.14
Dade	8700-	-----	370	8.0	36th St. in Miami—Road 270	-----	-----	604,574.30	-----	604,574.30	-----	332,515.87	-----	272,058.43	604,574.30
Dade	8708-301	FAGM-66	140-A	-----	Signals at S.A.L. RR in Hialeah	-----	-----	6,000.00	-----	-----	6,000.00	-----	-----	6,000.00	6,000.00
Dade	8717-301	FAGM-43	270	-----	Signals at FEC RR at North Miami Beach	-----	-----	6,000.00	-----	-----	6,000.00	-----	-----	6,000.00	6,000.00
Dade	8700-307	FAGM-239-E	City St.	-----	Three Signals at FEC RR in Miami	-----	-----	18,000.00	-----	-----	18,000.00	-----	-----	18,000.00	18,000.00
Martin	-----	FAGM-39	City St.	-----	Signals at FEC RR in Salerno	-----	-----	6,000.00	-----	-----	6,000.00	-----	-----	6,000.00	6,000.00
Martin	-----	FAGM-40	City St.	-----	Signals at FEC RR in Stuart	-----	-----	6,000.00	-----	-----	6,000.00	-----	-----	6,000.00	6,000.00
Okeechobee	9105-	-----	194	0.758	Taylor Creek Bridge & Approaches	-----	-----	128,788.89	-----	-----	128,788.89	70,833.88	-----	57,955.01	128,788.89
Okeechobee	9102-	-----	29	-----	Signals at S.A.L. RR in Okeechobee	-----	-----	6,000.00	-----	-----	6,000.00	-----	-----	6,000.00	6,000.00
Palm Beach	9310-108	-----	25	12.541	Hendry Co. Line—South Bay	-----	149,475.06	-----	-----	149,475.06	-----	149,475.06	-----	-----	149,475.06
Palm Beach	9321-104	-----	199	8.670	Broward Co. Line—Pt. 8.67 Mi. North	-----	16,162.53	-----	-----	16,162.53	-----	16,162.53	-----	-----	16,162.53
Palm Beach	9323-102	-----	496	1.6	Road 143—Pahokee Farmers Market	-----	6,819.56	-----	-----	6,819.56	-----	6,819.56	-----	-----	6,819.56
Palm Beach	9321-105	-----	199	15.73	Delray Road—Palm Beach Canal	-----	-----	622,154.50	-----	622,154.50	-----	311,077.25	-----	311,077.25	622,154.50
Palm Beach	9313-	-----	143	1.5	Pahokee—Canal Point	-----	-----	32,494.38	-----	32,494.38	-----	32,494.38	-----	-----	32,494.38

Fourth Division

STATE ROAD DEPARTMENT OF FLORIDA—TENTATIVE CONSTRUCTION BUDGET FOR 1945

Schedule 2

County	Job No.	Proj. No.	Road No.	Length	Description	1945 BUDGET			TYPE OF WORK			FUNDS			Total Funds
						Underway State Forces	Underway Contract	Proposed	Grading	Paving	Structures	State	County	Federal	
Palm Beach	9314-	-----	194	5.3	Canal Point—East	-----	-----	112,046.55	-----	112,046.55	-----	112,046.55	-----	-----	112,046.55
Palm Beach	9311-	-----	25	10.15	South Bay—6 Mi. Bend Bridge at Hillsboro Canal	-----	-----	472,588.00	-----	472,588.00	-----	259,923.40	-----	212,664.60	472,588.00
Palm Beach	9317-103	-----	172	0.7	Road 143—Chosen	-----	-----	96,720.80	-----	96,720.80	-----	96,720.80	-----	-----	96,720.80
Palm Beach	9310-301	FAGH-113-A	25	-----	Signals at FEC RR in South Bay	-----	-----	6,000.00	-----	-----	6,000.00	-----	-----	6,000.00	6,000.00
Palm Beach	9313-301	FAGS-37	143	-----	Signals at FEC RR at Pelican Lake	-----	-----	6,000.00	-----	-----	6,000.00	-----	-----	6,000.00	6,000.00
Palm Beach	9300-302	FAGM-41	City St.	-----	Signals at FEC RR in Delray Beach	-----	-----	6,000.00	-----	-----	6,000.00	-----	-----	6,000.00	6,000.00
Palm Beach	9300-301	FAGM-236-D	City St.	-----	Signals at FEC RR at Flamingo & Claremore Drives in West Palm Beach	-----	-----	12,000.00	-----	-----	12,000.00	-----	-----	12,000.00	12,000.00
St. Lucie	9407-	-----	162	11.85	Road 124—Okeechobee Co. Line	-----	-----	300,531.00	-----	300,531.00	-----	300,531.00	-----	-----	300,531.00
TOTALS						\$	\$ 608,320.71	\$2,652,458.68	\$	\$2,993,990.50	\$ 266,788.89	\$1,950,176.17	\$ 273,410.13	\$1,037,193.09	\$3,260,779.39

Fifth Division

STATE ROAD DEPARTMENT OF FLORIDA—TENTATIVE CONSTRUCTION BUDGET FOR 1945

Schedule 2

County	Job No.	Proj. No.	Road No.	Length	Description	1945 BUDGET			TYPE OF WORK			FUNDS			Total Funds
						Underway State Forces	Underway Contract	Proposed	Grading	Paving	Structures	State	County	Federal	
Brevard	7012-102	-----	101	-----	Hydraulic Fill at Eau Gallie	\$ 27,500.00	\$	\$	\$ 27,500.00	\$	\$	\$ 27,500.00	\$	\$	\$ 27,500.00
Brevard	7014-106	-----	219	11.2	Orsino—Wilson	20,000.00	-----	-----	-----	20,000.00	-----	15,336.38	-----	-----	20,000.00
Brevard	7016-106	-----	119	5.5	Indian River Bridge—East	-----	15,289.65	-----	-----	15,289.65	-----	-----	4,663.62	-----	15,289.65
Brevard	7024-301	DA-NR-41-A(1)	554	0.794	Satellite Field—Road 4	-----	25,098.76	-----	-----	25,098.76	-----	-----	-----	25,098.76	25,098.76
Brevard	7025-301	DA-NR-42-A(1)	620	0.615	Airport—Road 4	-----	21,037.10	-----	-----	21,037.10	-----	-----	-----	21,037.10	21,037.10
Brevard	7010-104	-----	70	0.228	Road 140—Atlantic Ocean	-----	7,931.53	-----	-----	7,931.53	-----	7,931.53	-----	-----	7,931.53
Brevard	7002-	-----	4	7.325	North & South of Eau Gallie	-----	-----	158,192.37	-----	158,192.37	-----	158,192.37	-----	-----	158,192.37
Brevard	7003-	-----	4	1.950	South of Volusia Co. Line	-----	-----	27,198.78	-----	27,198.78	-----	27,198.78	-----	-----	27,198.78
Citrus	0202-107	-----	5	6.0	Holder—Dunnellon	1,980.00	-----	-----	1,980.00	-----	-----	1,980.00	-----	-----	1,980.00
Lake	1107-104	-----	22	5.1	Clermont — Orange Co. Line	-----	-----	200,000.00	-----	200,000.00	-----	110,000.00	-----	90,000.00	200,000.00
Marion	3615-102	-----	81	6.894	Levy Co. Line—Dunnellon	-----	82,611.77	-----	-----	82,611.77	-----	82,611.77	-----	-----	82,611.77
Marion	3603-	-----	2	10.79	Road 47-A — Alachua Co. Line	-----	-----	271,403.37	-----	271,403.37	-----	271,403.37	-----	-----	271,403.37
Orange	7506-105 & 106	-----	22	15.015	Proj. DA-WR-20(1) in Orlando — 1 Mi. E of Bithlo	-----	-----	300,707.58	-----	300,707.58	-----	165,389.67	-----	135,317.91	300,707.58
Orange	7506-301	DA-WR-20(1)	22	2.42	In Orlando	-----	32,636.32	-----	-----	32,636.32	-----	-----	-----	32,636.32	32,636.32
Orange	7505-105	-----	22	7.5	Lake Co. Line — Minorville	-----	-----	290,226.00	-----	290,226.00	-----	159,624.30	-----	130,601.70	290,226.00
Osceola	9210-104	-----	29	4.860	Sta. 18.84—Sta. 23.70	2,673.00	-----	-----	-----	2,673.00	-----	2,673.00	-----	-----	2,673.00
Osceola	9206-	-----	29	5.000	5.36 Mi. N. of Kenansville — North	-----	-----	69,581.38	-----	69,581.38	-----	69,581.38	-----	-----	69,581.38
Osceola	9205-104	-----	29	-----	Narcoossee — Orange Co. Line	-----	170,448.55	-----	-----	170,448.55	-----	170,448.55	-----	-----	170,448.55
Putnam	7601-	-----	3&28	-----	In Palatka	-----	-----	18,266.47	-----	18,266.47	-----	18,266.47	-----	-----	18,266.47
Seminole	7704-105	-----	44	-----	Lake Jessup—Volusia Co. Line	-----	-----	200,000.00	-----	200,000.00	-----	110,000.00	-----	90,000.00	200,000.00

A TENDENCY TO MECHANIZATION

(Continued from page 33)

building equipment and materials. Although China will undoubtedly utilize her immense manpower in her road-building program, it is inevitable that at least certain types of road building equipment must be used. Some equipment due to its sturdy and powerful construction, surpasses the performance of manpower and sometimes cannot be replaced by hand methods. Such are the cases of heavy rollers, derricks, cranes, rock-drilling equipment, etc. Another type of machine used results in definitely better quality of work, as to uniformity, serviceability and durability. One example would be the use of bituminous pressure distributors on the surface treatment works. Good penetration and uniform distribution can never be obtained by hand application.

In another instance, a process or step of the work must be completed or finished within a certain period of time or else the quality of the work would be impaired or even unacceptable. This may be true for certain types of pavement which must be finished quickly in order to obtain satisfactory results. In certain cases where the working space is so limited that it is impossible to use a large number of men to carry on the work required, certain types of machines have to be used in order to expedite the work. For example, in clearing landslides on a narrow side-hill section, bulldozers and shovels may prove to be more advantageous and economical than men.

In general, the use of road-building machinery makes possible rapid building of a network of improved highway systems and the extension of new highways, and also permits the rapid development and opening of the country, facilitating access to all its points, thus hastening its economic development. In the long run, the investment would be justified. In any project the work could be expedited and completed in much less time with the use of machinery. In some places where the construction season is short, the use of machinery is especially advantageous.

Post-war industrialization and reconstruction will draw millions of men, and the cost of labor will be increased. In some localities, labor might even be scarce. Some types of machinery which have proved to be too costly to use in pre-war periods may be economically justified after the war. In machine work, only a handful of operators, mechanics and helpers are re-

quired. The supervision of such an organization would be much easier than that of the sizable force of laborers required for the same amount of work done by hand.

It can be seen that the above arguments give only a general over-all picture. Factors which influence the use and selection of road-building machinery in each project are as follows:

- Locality of construction projects.
- Type and nature of work involved.
- Initial and operating cost of machinery.
- Local labor cost.
- Amount of labor available.
- Length of construction season.
- Time of farming season.
- Importance of the project.
- Time limit for completing the project.

Previous experience and knowledge of the machinery by those concerned.

Previous training of engineers.

Ease or difficulty of convincing highway officials that machinery should be used.

Since expensive road machinery requires large investment and the capital of road contractors in China is usually very limited, few contractors would be financially able to use such equipment. Road building is a governmental enterprise and the highway administrations and bureaus handling the actual construction work will usually buy and own such equipment. Although the use of equipment is determined by economic comparison, due consideration should, however, be given to increased efficiency and speed by the operation of such equipment,

and should be weighed in the final selection of methods. Unless the difference in costs between machine and hand methods should be appreciably in favor of the latter, there is no reason why road-building machinery cannot find its field of application in China.

Ignorance of modern road-building machinery in places where such machinery has never been tried or used, is one of the major obstacles which must be overcome. The psychological and human factors play an important role in the decision of determining the adoption of machinery particularly when the difference in balanced costs is not great. When people know more about road machinery, a tendency to its use will be undoubtedly accentuated. It is the sincere belief and hope of the writer that mechanization of road building in China will be put into effect, at least in part, in her post-war industrialization and reconstruction.

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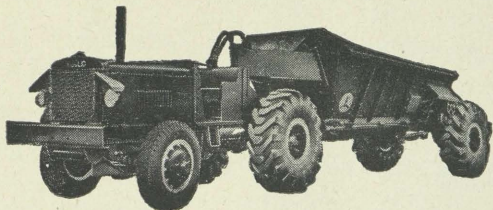
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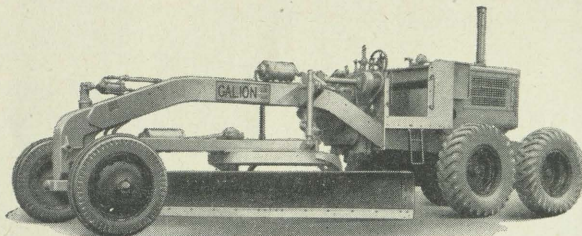


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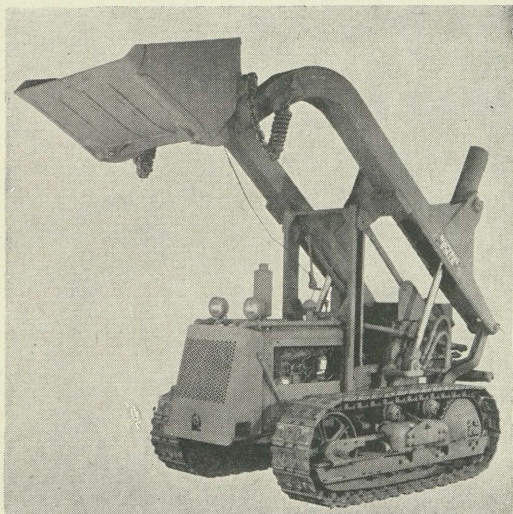
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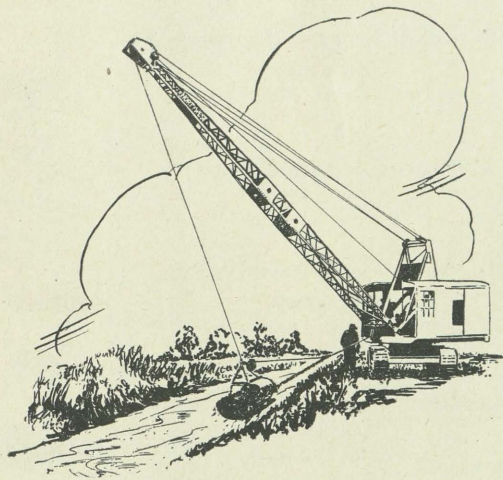
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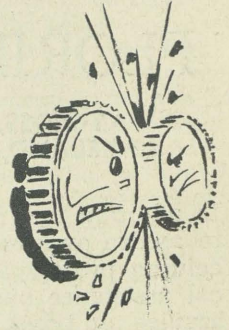


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